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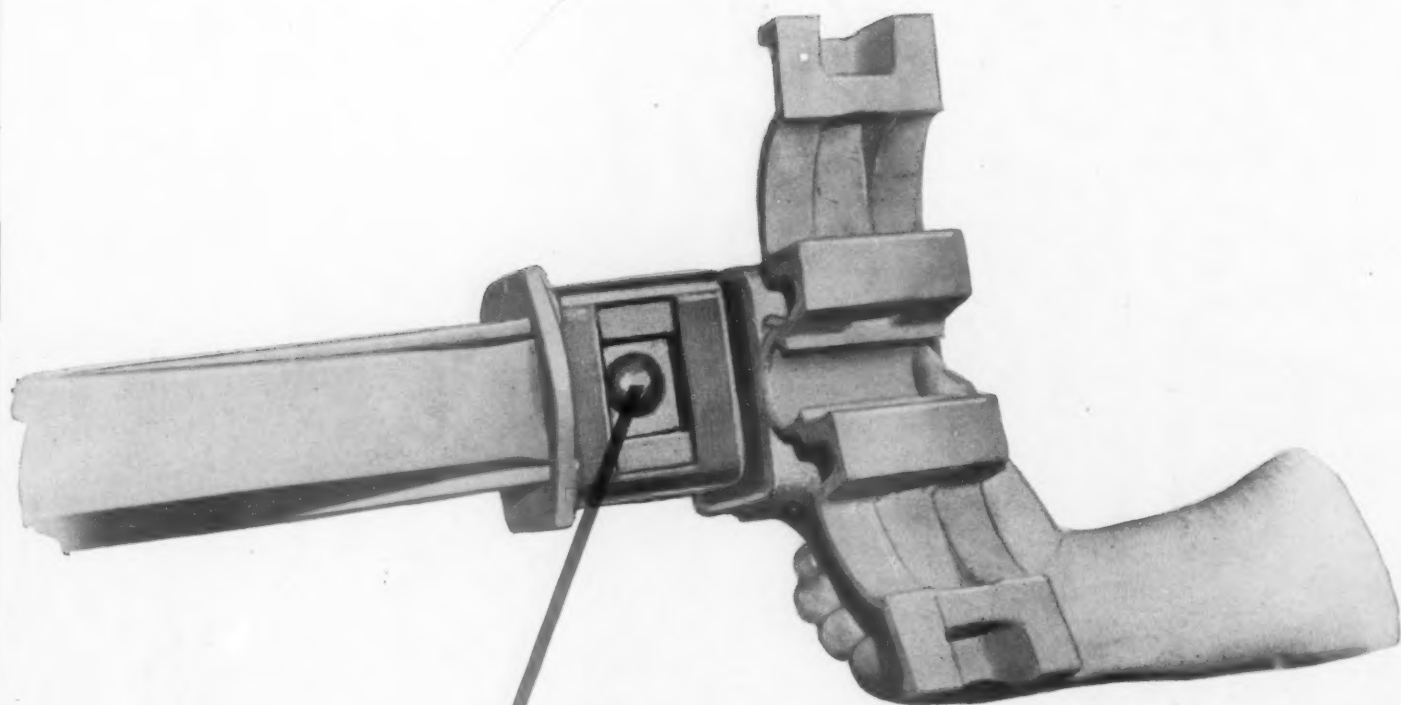
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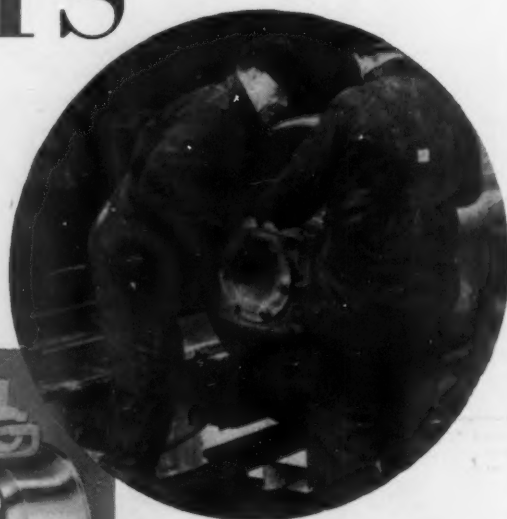
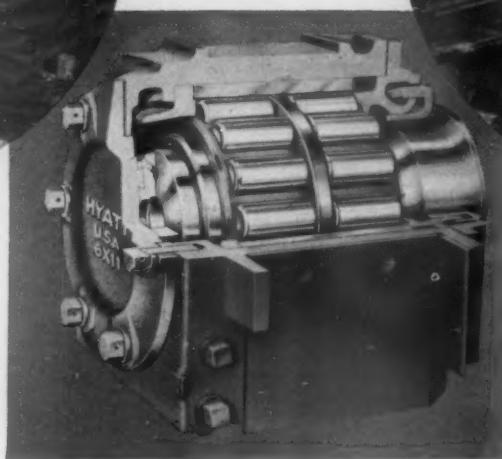
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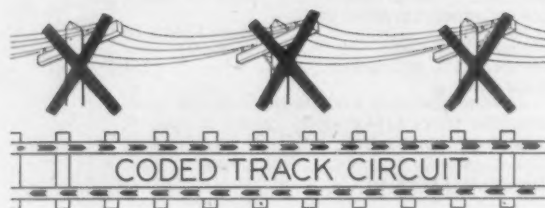
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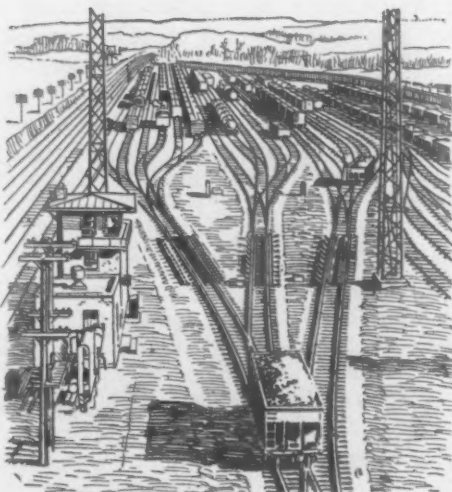
ST. LOUIS

SAN FRANCISCO

WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, ten months	
1951	\$ 8,584,113,380
1950	7,683,079,585
Operating expenses, ten months	
1951	\$ 6,719,696,853
1950	5,795,212,937
Taxes, nine months	
1951	\$ 857,337,404
1950	783,172,146
Net railway operating income, nine months	
1951	\$ 589,700,770
1950	680,351,673
Net income, estimated, nine months	
1951	\$ 377,000,000
1950	469,000,000
Average price railroad stocks	
December 4, 1951	54.12
December 5, 1950	48.40
Car loadings, revenue freight	
47 weeks, 1951	36,975,318
47 weeks, 1950	35,272,854
Average daily freight car surplus	
Week ended December 1, 1951 ..	6,253
Week ended December 2, 1950 ..	6,815
Average daily freight car shortage	
Week ended December 1, 1951 ..	4,192
Week ended December 2, 1950 ..	10,718
Freight cars delivered	
October 1951	10,082
October 1950	5,501
Freight cars on order	
November 1, 1951	132,792
November 1, 1950	122,488
Freight cars held for repairs	
November 1, 1951	91,726
November 1, 1950	102,899
Net ton-miles per serviceable car per day	
September 1951	1,074
September 1950	1,084
Average number railroad employees	
Mid-October 1951	1,271,809
Mid-October 1950	1,291,549



In This Issue . . .

PRIVATE VS. GOVERNMENT OWNERSHIP is the real issue in reorganization of the Long Island, said P. R. R. President Walter S. Franklin in explaining the novel reorganization plan proposed for the smaller company. Because the trouble from which the L. I. has suffered is not unique, but is one with which all railroads are afflicted—although to varying degrees—Mr. Franklin's statement is reprinted in full, beginning on page 56, and is also the subject of editorial comment on page 45.

PURCHASING POWER PRODUCED—and not some arbitrary standard as to rate of return on property investment—is the true measure of the adequacy of railroad earnings, according to the Railroad Securities Committee of the Investment Bankers Association of America, whose report is summarized on page 62 and 63. Other highlights of the report call for reconsideration of the country's "unsound and obsolete national transportation policy" for "militant and straightforward presentation" by railroad management; and for "a concerted and intelligent effort by public and private groups and individuals" to "enable the railroads to continue functioning adequately as the backbone of our national transportation system."

NEWS HIGHLIGHTS: Transportation Corps asks bids on 4,487 cars, 20 diesel locomotives and 10 diesel cranes.—Traffic Club of Chicago honors railroads.—Army files complaint on wharfage allowances at Norfolk.—C.A.B. gives air express agreement "temporary" approval.—Pennsylvania places orders for 199 diesel units, 5,000 freight cars and 100,000 tons of rail, at total cost of \$66,793,000; appropriates \$4,800,000 for heavy repairs to existing cars.—I.C.C. gets setback in ex-lake grain case.—Chief traffic officers agree railroads will not challenge I.C.C.'s mail pay decision, but will operate under order and "carefully evaluate the resulting experience."—Canadian government sets in motion plans for construction of St. Lawrence seaway and power project.

WHY CAR BUILDERS stress the importance of car sets and balanced inventories—why "lead time" of at least 90 days is necessary between allocation of steel and actual production of cars—why the right shapes and parts (and not mere tonnage) must be on hand, are all explained by Pullman-Standard President C. W. Bryan, Jr., on pages 47 and 48. What he says is closely tied in with—explaining and in turn being explained by—the editorial on page 46.

WEEK AT A GLANCE



JOHN D. KEARNEY (above), whose appointment as chairman of Canada's Board of Transport Commissioners was reported in *Railway Age* November 19, page 69, was born in Montreal on February 28, 1893. Mr. Kearney, a lawyer, entered his country's diplomatic service as Canadian High Commissioner in Ireland. On October 12, 1945, he was appointed minister to Norway and in January 1946 was accredited also minister to Denmark. In December of the latter year he was appointed High Commissioner to India, the first incumbent of that position. Mr. Kearney's appointment as ambassador to Argentina was announced March 30, 1949. He was a member of the Canadian delegation to the Provisional International Civil Aviation Organization at Dublin in 1942 and to the plenary session of the Food and Agriculture Organization conference at Copenhagen in September 1946. He attended the Commonwealth Prime Ministers' Conference at London, England, in April 1949 in an advisory capacity.

In Washington . . .

AN EMERGENCY BOARD for the wage and rules dispute between the carriers and the Brotherhood of Locomotive Engineers was requested last week, even though mediation proceedings were still continuing. Request for appointment of the board is said to reflect the feeling of the National Mediation Board "that government operation of the railroads has created a situation wherein employees are entitled to have their demands referred to emergency boards without actually posing a strike threat." Meanwhile, President Robertson of the B. of L. F. & E. issued to his members a lengthy circular, quoted in the news columns, calling for "absolute observance" of operating rules.

THE SAME TREND of increasing costs and declining net income that has shown up in railroad earnings reports for the past several months, continued throughout October, according to the tabulation published in this issue's news pages. For that month alone, the comparison of net income is distorted by inclusion in this October's net of \$13 million of tax credits. For the full 10 months, however, net declined by some \$101 million, or nearly 18 per cent—the result of an increase of 16 per cent in operating expenses and of less than 12 per cent in revenues.

. . . And Elsewhere

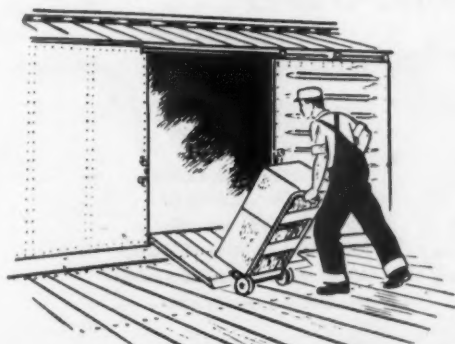
"TRAIN X"—as well as control of the New York Central—are still very much in the picture, according to statements attributed to C. & O. board chairman Robert R. Young when he appeared in New York last week as a government witness in an antitrust suit against a number of investment banking firms. Mr. Young was reported as saying that he expects to meet shortly with equipment builders to discuss construction of the projected high-speed, lightweight, "Talgo"-type train, which he contends will turn present passenger deficits into black figures.

NOT ALL MOTORISTS are such direct actionists as the Baltimore man who went on trial in that city not too long ago on a charge of uncoupling a freight train which was standing on a grade crossing over which he wanted to drive. Rightly or wrongly, however, the blocking of level crossings by trains is a source of considerable irritation to a good many automobilists. It can't, obviously, be altogether avoided—but wouldn't it be good public relations to use every reasonable effort to see that such blocking of grade crossings is kept down to an irreducible minimum?

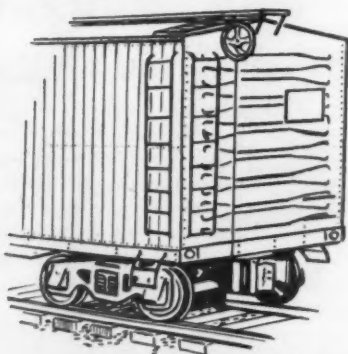
FREIGHT CLAIM PAYMENTS HAVE JUMPED during the first half of 1951 as compared to the same period of 1950, but ratio of payments to revenue has dropped. For the first half of this year, payments total \$44,769,825—a ratio to freight revenue of about 1.06 per cent, as compared to the 1950 period, when they were \$42,534,259—a ratio of 1.20 per cent. Neither period approaches the performance during the second half of 1950, when the ratio figure dropped to .99. These figures, just released by the Freight Claim Division of the Association of American Railroads, cover U. S. member roads only.

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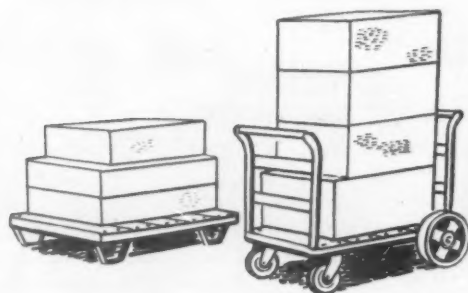
for Loading Platforms



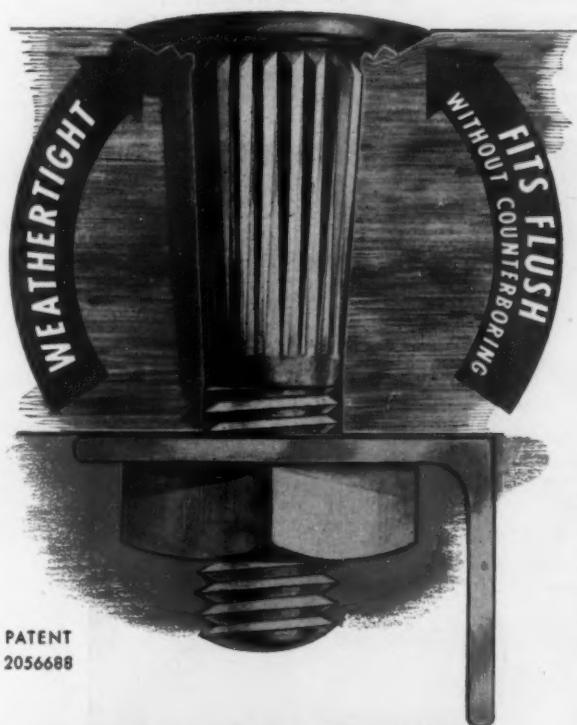
for Freight Cars



for Skids and Hand Trucks

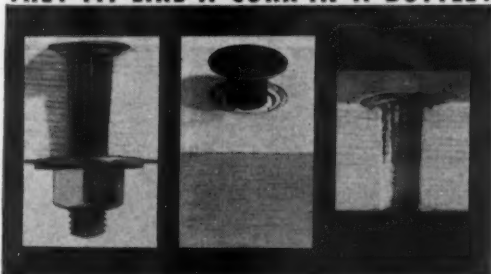


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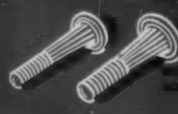
FASTENERS THAT KEEP PACE WITH RAILROAD PROGRESS



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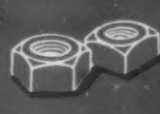
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WEATHER-TIGHT BOLTS



COTTER PINS



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only BROWNHOIST gives you all these features

NEW HOIST CLUTCHES. Roller-bearing mounted wide-faced drums. Air-operated cylinder, mounted within the drum itself . . . provides high line pull and easy adjustment.

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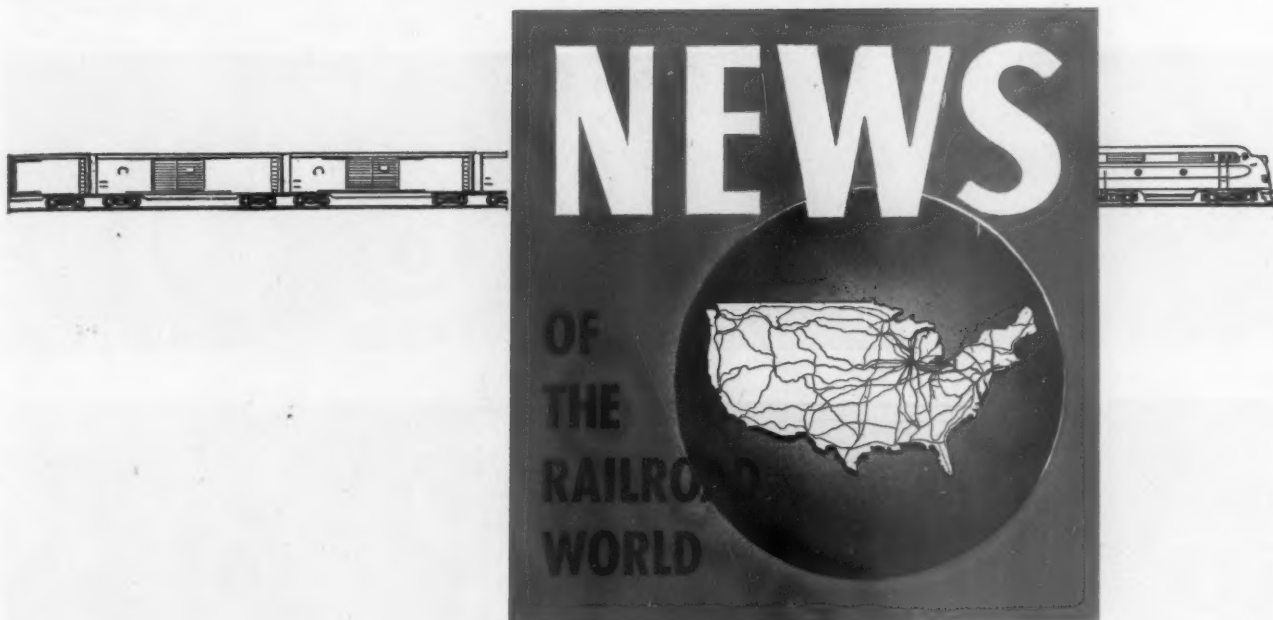


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B. L. E. Seeks Emergency Board In Wage and Rules Dispute

Mediation proceedings continued in case after request was made; President Robertson of B. L. F. & E. issues circular calling for "absolute observance" of operating rules

While it referred the case to President Truman for appointment of an emergency board, the National Mediation Board last week was still conducting mediation proceedings in the long-stalemate wage and rules dispute involving demands of the Brotherhood of Locomotive Engineers. N.M.B.'s action in referring the case to the White House was in response to a B.L.E. request.

While the brotherhood made no strike threat, the board made the certification which the Railway Labor Act requires for appointment by the President of an emergency board, i.e., that the dispute "threatens substantially to interrupt interstate commerce. . . ." This certification, like that in the other current dispute involving union-shop demands of the non-operating unions, reflected the board's view that government operation of the railroads has created a situation wherein employees are entitled to have their demands referred to emergency boards without actually posing a strike threat.

Meanwhile, the emergency board in the case involving demands of the Brotherhood of Locomotive Firemen & Enginemen, continued to hear the management presentation. The B.L.F.&E. walked out on this board. (*Railway Age* of December 3, page 11.) On November 30, President D. B. Robertson

of that union made public a circular which referred to recent railroad accidents and advised B.L.F.&E. members that "safe railroad operation demands absolute observance of every safety and operating rule as well as giving thorough attention to the last and most minute detail in connection with train orders."

It was on November 29 that the B.L.E. asked the Mediation Board to arrange for the appointment of an emergency board. At that time, mediation sessions, which had been resumed November 13 after a lapse of several months, had broken down. "A final and futile conference on Monday, November 26, lasted until midnight," a B.L.E. statement said. "It is apparent," it added, "that an absolute deadlock exists."

Nevertheless, the further meetings were held last week, as noted above. When this issue went to press, there were no authoritative indications as to the outcome; but some informed persons did not appear very hopeful.

The B.L.E. statement revealed that the resumption of meetings last month was the result of "an indirect suggestion emanating from the White House." This suggestion that the brotherhood representatives "should resume direct conferences with representatives of the railroads" was the White House's re-

sponse to a request which the union's grand chief engineer, J. P. Shields, made for a "personal interview" with President Truman.

This request was embodied in a November 6 telegram which Mr. Shields sent to the President, and which was made public as part of the brotherhood chief's November 29 statement. With further reference to the resumed mediation meetings, the statement said they produced "no material change in the adamant and arbitrary stand of the carriers."

Thus Mr. Shields sought the emergency board, even though "we do not believe emergency board procedures offer much hope of a realistic settlement, because of the tendency toward pattern recommendations."

Deprived of Strength

"However, because of government seizure of the railroads," the B.L.E. chief continued, "we are deprived of the use of our economic strength. Therefore those procedures, and those alone, are yet realistically available to us under the Railway Labor Act. We will follow the act to the letter. Once the board's recommendations have been received, our membership, acting through our elected general chairmen . . . will determine the policy of the brotherhood in relation to those recommendations."

In closing, Mr. Shields pointed out that his union was not one of those which requested the government to take over the railroads. The seizure occurred in August, 1950, in the face of strike threat posed by the Brotherhood of Railroad Trainmen and Order of Railway Conductors. The B.R.T.

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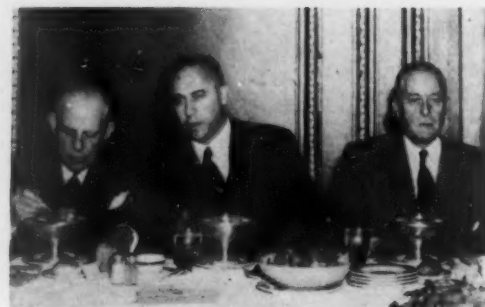
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The Traffic Club of Chicago paid tribute to the nation's railroads—Some 50 of which have reached the century-mark—at a special luncheon on November 28. Senator John W. Bricker, Republican of Ohio, co-author of the recent "progress report" on the Senate Interstate and Foreign Commerce Committee's investigation of domestic land and water transportation, was the guest speaker. He spoke to some 900 railroad officers, shippers and members of the Traffic Club and later, by tape recording, to a radio audience. Said Senator Bricker:

"The financial plight of the railroads seems due in large measure to the ill-considered departure from the declared purposes of the national transportation policy. . . .

"It is not the function of the government to underwrite the solvency of any segment of the transportation industry. This . . . is the crux of the transportation problem. If it can be solved, the

"5,000 YEARS OF RAILROAD ACHIEVEMENT"

solution of all other transportation problems will not be very difficult. . . .

"You and I inherited from preceding generations the most magnificent industrial plant and transportation network in the history of the world. Today they are the measure of our superiority over Russia. . . .

"Nothing is more certain than that every factory, every locomotive, and every piece of industrial machinery will some day wear out and have to be replaced. Socialism and printing press money have never yet succeeded in reproducing the capital required for an expanding economy. . . .

"The railroad financial position has been adversely affected by lavish government subsidies to competing forms of transportation. . . .

"I have no prejudice toward inland waterway or air transportation. I sim-

ply refuse to believe that these forms of transportation do not possess certain inherent advantages which would enable them to survive even in the absence of any federal subsidy. The same applies to the so-called "highway freighters" if it is true, as some contend, that they do not pay their fair share for road construction and maintenance. As you know, the imposition of fair user charges raises issues of cost accounting which are incredibly complex. The difficulty of the problem is no excuse for delaying action on a sound principle. . . .

"It is axiomatic that if government cannot effectively regulate in the public interest, government ownership and operation are impossible in the public interest. No one is better qualified to explain why nationalization of the railroads would be an unparalleled disaster and how it could be prevented. With an

has since settled, but the O.R.C. case is another which remains stalemated. B.L.E. conferences with carrier representatives did not begin until October 5, 1950, Mr. Shields also noted.

The circular on accidents which was issued by B.L.F.&E. President Robertson said that "several tragic" ones have occurred during "recent weeks." Those "regrettable disasters came at a time when official safety investigations are being undertaken as a result of a number of major wrecks which occurred a short time ago," Mr. Robertson added.

Then came his statement as to railroading's demand for "absolute ob-

servance" of operating rules. The circular continued as follows:

Only by complete observance of rules and orders can enginemen discharge their full responsibility for the protection of the traveling public, themselves and the property of the railroads and at the same time insure that the trains operate efficiently and economically.

As you know, during the investigation of every railroad accident, great emphasis is placed upon what is called the "human element." Authorities inquire into every detail concerning observance of signals, train orders and safety and operating rules.

The operating rules are compiled from the best railroading experience gained down through the years. . . . These rules were prepared with the primary considera-

tion of promoting safety and efficiency on the rails.

I am certain that every engineman fully comprehends the gravity of his duty with regard to observance of all safety and operating rules. That responsibility is part of his daily life from the minute he starts his first trial trip. He not only lives with rules; he lives because of them and they are the protection of his life and his job. They are an indispensable part of the railroad tradition of which we are justly proud and determined to preserve.

Every engineman knows that the slightest lapse, the least failure to maintain perfect vigilance exposes himself, his fellow workers and the public to danger. I know that enginemen have many pressing personal concerns in these times. There are

3



7



4



8



9



effective educational campaign on your part, the voice of the people will be quickly manifested in Congress. . . .

"The threat of nationalization will not be dispelled until the railroads are permitted to regain their financial health."

AT THE SPEAKERS TABLE . . . (1) O. O. Albritton, vice-president, Illinois Central; Arthur K. Atkinson, president, Wabash; John W. Barriger, president, Chicago, Indianapolis & Louisville; Ralph Budd, former president of the Burlington and present chairman of the Chicago Transit Authority. (2) Norman Call, president, Richmond, Fredericksburg & Potomac; G. Murray Campbell, vice-president and executive representative, Baltimore & Ohio. (3) G. T. Carmichael, vice-president, secretary and treasurer, New York, New Haven & Hartford; J. Russel Coulter, president and general manager, Toledo, Peoria & Western; J. D. Farrington, president, Chicago, Rock Island & Pacific; W. S. Hackworth, pre-

ident, Nashville, Chattanooga & St. Louis. (4) J. M. Hood, president, American Short Line Railroad Association; F. J. Jerome, executive vice-president, New York Central; P. W. Johnston, president, Erie. (5) J. R. Staley, vice-president, Quaker Oats Company (toastmaster), Arthur B. Murphy, president, Traffic Club of Chicago; Martin H. Kennelly, mayor, city of Chicago; Dr. Preston Bradley, Peoples Church, Chicago. (6) R. L. Williams, president, Chicago & North Western; William White, president, Delaware, Lackawanna & Western; L. L. White, chairman of the board and president, New York, Chicago & St. Louis. (7) H. W. Ward, president, Illinois Terminal; John E. Tilford, president, Louisville & Nashville; T. G. Sughrue, executive vice-president, Boston & Maine and Maine Central; R. H. Smith, president, Norfolk & Western; C. M. Roddewig, president, Chicago & Eastern Illinois. (8) E. R. Oliver, vice-president—traffic,

Southern; H. C. Murphy, president and chairman of the executive committee, Chicago, Burlington & Quincy; C. A. Major, president, Lehigh Valley; J. P. Kiley, president, Chicago, Milwaukee, St. Paul & Pacific; (9) Senator John W. Bricker of Ohio—who put it up to the railroads to warn the public.

numerous instances of unsettled grievances and there is the unprecedented nationwide disquiet resulting from the refusal of the railroads to grant appropriate wage increases and the 40-hour week. Additional disturbances exist because of the extreme pressure which the railroads are applying in their effort to obtain changes in working rules which will adversely affect the home life of engine-service employees and their take-home pay. . . .

Thoughts of those practical concerns about wages and working conditions may at times disturb the minds of enginemen. . . . It is extremely difficult to shut out such vital and pressing problems. But let every man do his best.

Before the emergency board, where the B. L. F. & E. staged its walkout, the railroads have continued their pre-

sentation. Their witnesses included Daniel P. Loomis, chairman of the Association of Western Railways, and J. Elmer Monroe, assistant vice-president of the Association of American Railroads and assistant director of the association's Bureau of Railway Economics. Members of this board are Chairman Carroll R. Daugherty; George Cheney; and Andrew Jackson.

Mr. Loomis told the board that the principle of "pattern settlements" in the railroad industry had been established by precedents of many years' standing. The firemen, he said, "have refused to accept the 1950-51 pattern wage increase, including a quarterly

cost-of-living adjustment, that has been accepted by approximately 90 per cent of all railroad employees, including about one-half of all operating employees."

Mr. Loomis also told the board that the "pattern settlement" for the 40-hour week for yardmen had been accepted by "at least three-fifths" of the yard group. The L. F. & E., he also noted, is opposing four changes in working rules that "received the favorable recommendation of an emergency board on three occasions."

Mr. Monroe presented figures to support an argument to the effect that the narrowing margin of profit in the rail-

road industry makes it "imperative" that the carriers "operate under rules that promote efficiency and grant no higher wage increases than are justified." He said that while the railroads "have participated in the high level of business activity since World War II from the standpoint of volume of freight traffic, they unfortunately have not been able to participate from the standpoint of earnings."

One of the reasons for inadequate earnings, Mr. Monroe continued, has been the "increasingly heavy burden of wage and payroll taxes, which represent a larger proportion of operating expenses in the railroad industry than in manufacturing industries." Labor costs took 51.4 cents of each dollar of gross in the 1946-50, period,

as compared with 43.3 cents in the 1926-1930 period, the A.A.R. executive also said.

He referred, too, to increases in other railroad costs, including those incurred for fuel, materials and supplies; and to railroad difficulties in getting offsetting rate increases. Summing up, Mr. Monroe had this to say:

"The mounting level of operating costs in the railroad industry coupled with the increased competition encountered from other means of transportation which utilize public facilities, particularly the motor trucks, poses a problem which is giving the Congress, the Interstate Commerce Commission, state regulatory bodies and the shippers, as well as the railroads themselves, a great deal of concern."

October Net, With Benefit of \$13 Million Tax Credits, Estimated at \$98 Million

Compares with \$108 million in October, 1950; net for year's first 10 months was off \$101 million

Class I railroads in October had an estimated net income, after interest and rentals, of \$98,000,000, but that was with benefit of tax credits amounting to nearly \$13,000,000 that went principally to the Atchison, Topeka & Santa Fe. The estimate was made in the usual monthly statement from the Bureau of Railway Economics of the Association of American Railroads, which also noted that the October net would have amounted to only about \$85 million without the tax credits.

For the first ten months this year net income of Class I carriers is estimated at \$463,000,000, (exclusive of October tax credits) compared with \$577,000,000 in the like period of 1950.

Net railway operating income in October was placed at \$121,899,700, compared with \$134,459,630 in the same month last year. For the first ten months the Class I roads had an estimated net railway operating income of \$712,734,472. In the 1950 period the total was \$815,072,304.

Gross in the ten months amounted to \$8,584,113,380, compared with \$7,683,079,585 in the same period of 1950, an increase of 11.7 per cent. Operating expenses amounted to \$6,719,696,853 compared with \$5,795,212,937, an increase of 16 per cent. For October, gross decreased 4.3 per cent, and operating expenses increased 10.2 per cent, 1951 over 1950.

In the 12 months ended with October, the rate of return averaged 3.81 per cent compared with 3.9 per cent for the 12 months ended with October 1950.

Eighteen Class I roads failed to earn interest and rentals in the first ten months of 1951, of which 11 were in the Eastern district, two in the Southern region, and five in the Western district.

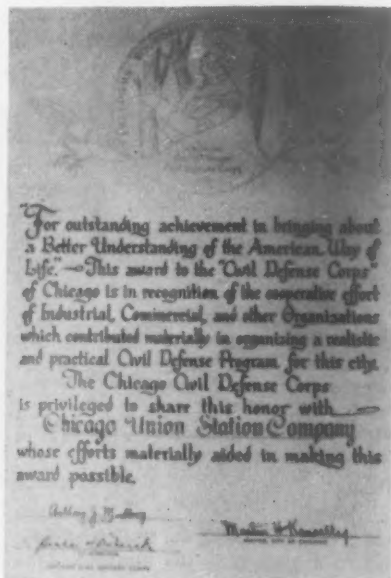
Class I roads in the Eastern district in October had an estimated net income of \$32,000,000, compared with \$35,000,000 in October 1950. In the ten months, their estimated net was \$160,000,000 compared with \$206,000,000 in the same period of 1950.

Their net railway operating income in October amounted to \$42,870,690, compared with \$46,496,061 in October 1950. Those same roads in the ten months had a net railway operating income of \$289,749,451, compared with \$327,034,867 in the same period of 1950.

Gross in the Eastern district in the ten months totaled \$3,829,428,238, an increase of 12.3 per cent compared with the same period of 1950. Operating expenses totaled \$3,075,011,041, an increase of 15.5 per cent.

Class I roads in the Southern region in October had an estimated net income of \$12,000,000, compared with

FREEDOMS FOUNDATION ACHIEVEMENT AWARD—given to the Civil Defense Corps of Chicago for its "realistic and practical" program—was relayed by the corps to the city's 34 rail-



roads, the Railway Express Agency, the Pullman Company and the Chicago Union Station Company for their assistance in formulating the plan and putting it into effect. Replicas of the original award were presented to the local superintendents of each of the railroad companies by Victor C. P. Dreiske, co-director of the corps, at a special luncheon on November 29. Said Mr. Dreiske: "Civil defense isn't worth a tinker's dam without the railroads. You railroad superintendents who have co-operated so fully with Clarence P. Fisher [chairman of the corps' railroad

division and general manager of the Chicago Union Station Company] have done a job to be proud of." J. J. Brinkworth, vice-president, New York Central and chief operating officer of the railroad division of the corps (seated near center in dark suit) acted as toastmaster. He termed superintendents "just about the most important men on a railroad" and praised them for making "congestion" a virtually unknown word in the Chicago terminals. Shown with him are the superintendents (or their representatives) to whom the awards were presented



CLASS I RAILROADS—UNITED STATES			
Month of October			
	1951	1950	
Total operating revenues	\$ 965,551,626	\$ 925,383,234	
Total operating expenses	699,507,738	635,017,861	
Operating ratio—percent	72.45	68.62	
Taxes	*126,091,625	139,194,238	
Net railway operating income (Earnings before charges)	121,899,700	134,459,630	
Net income, after charges (estimated)	98,000,000	108,000,000	
Ten Months Ended October 31, 1951			
Total operating revenues	8,584,113,380	7,683,079,585	
Total operating expenses	6,719,696,853	5,795,212,937	
Operating ratio—percent	78.28	75.43	
Taxes	982,295,028	922,105,384	
Net railway operating income (Earnings before charges)	712,734,472	815,072,304	
Net income, after charges (estimated)	476,000,000	577,000,000	
*Includes non-recurring tax credit of \$12,766,487 resulting from adjustment of income taxes for war years.			

\$15,000,000 in October 1950. In the ten months, their estimated net income was \$77,000,000, compared with a net of \$89,000,000 in the same period of 1950.

Those same roads in October had net railway operating income amount-

ing to \$14,937,229, compared with \$18,252,255 in October, 1950. Net railway operating income in the first ten months amounted to \$114,257,532, compared with \$122,236,280 in the same period of 1950.

Gross in the Southern region in the first ten months totaled \$1,195,259,674, an increase of 12.5 percent compared with the same period of 1950, while operating expenses totaled \$917,823,023, an increase of 15.6 percent.

Class I roads in the Western district in October had an estimated net income of \$54,000,000, compared with \$58,000,000 in October 1950. Their estimated net income in the first ten months was \$239,000,000, compared with \$282,000,000 in the same period of 1950.

Their net railway operating income in October amounted to \$64,091,781, compared with \$69,711,314 in October 1950. Those same roads in the first ten months had a net railway operating income of \$308,727,489, compared with \$365,801,157 in the same period of 1950.

Gross in the Western district in the first ten months of 1951 totaled \$3,559,425,468, an increase of 10.8 percent compared with the same period of 1950. Operating expenses totaled \$2,726,872,789, an increase of 16.6 percent.

Canada Prepares to Start St. Lawrence Project

Canadian Prime Minister Louis St. Laurent announced in the House of Commons at Ottawa on December 3 that an agreement had been signed on that date by him and by Premier Leslie Frost of Ontario regarding development of hydroelectric power in the international section of the St. Lawrence river between Prescott, Ont., and Cornwall.

"The agreement," said Mr. St. Laurent, "has been concluded in the expectation that the United States will not participate in the seaway project, and it has been drawn up on the understanding that the navigation works will be undertaken by the Canadian government and will be entirely in Canada. It contemplates that Ontario will undertake the power development concurrently with an appropriate agency in the United States [New York state]. In such circumstances, it is desirable that a firm agreement exist between Canada and Ontario in order that Canadian treaty obligations be fulfilled and that other interests in Canada should be safeguarded."

The power development, jointly by Ontario and New York state, would be known as the Controlled Single Stage Project, the plan advanced and made part of the Great Lakes-St. Lawrence Basin Agreement of 1941 between Canada and the United States, which has never been ratified.

The single power development means

construction of a huge dam just above the city of Cornwall, which will cause extensive flooding on the Canadian side of the river, but little if any on the U. S. side, where the river banks are high. It will necessitate not only destruction of a large number of communities on the Canadian side of the river between Prescott and Cornwall, but also of moving the main double-track line of the Canadian National north about three miles from its present location.

Present cost estimates indicate that enlargement and improvement of the canal system between Morrisburg and Montreal will cost the Dominion about \$300,000,000, while the power costs

will be about \$250,000,00 each to Ontario and New York state.

Nothing was said about the proposal to make the project self-liquidating, which means levying tolls on shipping passing through the enlarged canal system between Montreal and Lake Ontario. If tolls were levied there they would have to be applied equally to all shipping. This would inevitably raise the question of whether or not this should also be done on the Welland and Soo Canals, which have been and still are free to all ships.

Further indication of Canada's determination to proceed with the seaway on its own was given at Washington, D. C., by C. D. Howe, Canadian minister of trade and commerce, when he told the Washington Society of Engineers at its annual dinner on November 28 that "We in Canada feel that the building of the seaway and the development of the power cannot be longer deferred."

"Canada," Mr. Howe said, "finds that limitations of the present canal system are hindering development of the Canadian economy to an extent that immediate action seems necessary to remove a serious bottleneck in water transportation between the Great Lakes and the Atlantic Ocean. Canadian demands for hydroelectric power are increasing at a rate that urgently requires development of the Canadian resources that will be made available by development of the seaway."

"Each additional year of delay costs us more dearly in money and security. Therefore the Canadian government has decided to undertake the so-called all-Canadian seaway and to invite the necessary cooperation with respect to an international power development. We can still hope for ratification of the 1941 agreement, but meanwhile we are preparing a second string to our bow."

The seaway, Mr. Howe added, "has suffered more from the enthusiasm of its friends than from the opposition of its enemies. This enthusiasm arouses a good deal of skepticism from those who do not stand to benefit directly from the project, as well as an unreasonable fear on the part of those who feel that their interests would be adversely affected."

I.C.C. Bureau Analyzes 1950 Accident Figures

The passenger fatality rate per billion passenger-miles in 1950 was 5.60, compared with 0.97 in 1949, according to an analysis of 1950 railway accident statistics made by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission.

A total of 178 passengers were killed in 1950 railway accidents of all kinds. This was the highest annual figure for any year since 1944, when 251 passengers were killed, and it

compares with the record low of 34 passenger deaths in 1949.

These figures, and others, were published by the I.C.C. bureau in Accident Bulletin No. 119. The bulletin is based on monthly accident reports filed with the commission by all railroads subject to its jurisdiction.

Among other things, the report shows that 1950 railroad accidents of all kinds brought death to 3,398 persons of all classes and injuries to 33,-

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255. This was an increase of 2.75 per cent in the number of persons killed over 1949, when the total was 3,307. Injuries, which in 1949 totaled 32,111, were up 3.56 per cent.

The 1950 fatality rate per million train-miles was 3.89, compared with the 1949 rate of 3.76. The 1950 rate was above the 1948 rate of 3.80 as well, but was lower than any year from 1941 through 1947. It was lower, too, than the average rate of any of the five-year periods from 1930 to 1950.

Non-fatal injuries to persons of all classes (employees, passengers, trespassers) increased from a rate of 36.5 per million train-miles in 1949 to 38.1 in 1950.

A similar increase occurred in the rate for non-fatal injuries to passengers per billion passenger-miles. This rate was up from 93.7 to 129.4. In 1949, the number of passengers injured totaled 3,292, while in 1950 the figure was 4,115.

Data on casualties to employees show that 358 were killed and 21,763 injured in accidents of all kinds in 1950, as compared with 403 killed and 22,104 injured in 1949.

The fatality rate per million man-hours for employees was down in 1950, as compared with 1949, from 0.141 to 0.132. This 1950 fatality rate was the lowest shown in a table going back to 1941. Meanwhile, the injury rate per million man-hours went up in 1950, from 7.75 in 1949 to 8.00. A total of 2,722 million man-hours was worked in 1950 as compared with 2,853 million in 1949.

Trespasser Fatalities

For trespassers, fatalities reported in 1950 were 1,165 — the smallest number in many years, the bureau said. The fatality rate dropped slightly, from 0.89 per million locomotive and motor train-miles in 1949 to 0.84 in 1950. The number of trespassers injured in 1950 was up, however, from the 1949 figure. Injuries in this category were 1,129 and 1,071 in 1950 and 1949, respectively. The injury rate for trespassers increased from 0.78 to 0.81.

There were 4,000 accidents at rail-highway grade crossings in 1950 as compared with 3,523 in 1949. Deaths in such accidents increased from 1,507 in 1949 to 1,576 in 1950, while the number of persons injured also increased—from 3,774 to 4,368.

"That the problem of grade-crossing accidents is being slowly solved, however, is indicated by the fact that, although about the same number of train-miles are being operated as in the decade of the 1930's, nearly twice as many automobiles were registered in 1950 as were registered during that decade. Yet the number of persons, both killed and injured, now average less than during that 10-year period," the I.C.C. bureau reported.

In 1950, eight employees on duty on trains were killed as a result of accidents at highway grade crossings; and 31 passengers and 84 employees

were injured. In 1949, 10 employees were killed, and 50 passengers and 69 employees were injured. Damaged to railroad property as a result of train accidents at highway grade crossings (not including accidents where the damage was less than \$275) totaled \$896,712 in 1950.

There were 10,211 reportable train accidents in 1950, including 2,431 collisions and 5,988 derailments. "Negligence of employees" was the principal cause of these accidents, accounting for 35.79 per cent of them. Meanwhile, 34.08 per cent were caused by "defects in or failures of equipment," and 12.79 per cent by "defects in or

improper maintenance of way and structures."

Including "locomotive-boiler" and other "locomotive accidents," the 10,211 train accidents reported in 1950 caused damage to railway property of \$35,123,798.

The bulletin also contained the I.C.C. bureau's usual statements to the effect that some railroads "exercise meticulous care" in maintaining records and reporting accidents, while other carriers "do not report all the accidents which should be included in this Accident Bulletin." Such variation "seriously affects" the potential value of the bulletin, the bureau said.

Chief Traffic Officers Agree Railroads Will Not Challenge I.C.C.'s Mail Pay Decision

The chief traffic officers of eastern, southern and western railroads, meeting in Chicago on December 3, agreed, at least for the present, not to challenge the recent decision of the Interstate Commerce Commission which increased railroad mail pay about 31.5 per cent over the 1950 level. (*Railway Age*, November 26, page 13). Nevertheless, the officers expressed disappointment that the commission had, prescribed rates which, by its own determination, fail to meet costs by an estimated \$60 million per year.

They pointed out that the commission tallied 1950 mail transportation costs as \$350 million and, that changes in the first seven months of 1951 would increase those costs by about six per cent. Against the resulting figure of \$371 million which it will cost the railroads to haul the mails, the commission estimated that the new rates would produce \$311.5 million in revenue.

Furthermore, the officers were critical of the relationship between certain of the prescribed rates. They pointed, for example, to the fact that 30 feet of R.P.O. space would be purchased for 48 cents per mile, while the figure for a full 60-ft. apartment would be only 56 cents — 30 additional feet for only eight more cents. They feared that this would lead to an "unnatural" demand for 60-ft. R.P.O. cars, thereby causing a loss of part of the commission's estimated \$311.5 million annual mail revenue.

In a report to the traffic officers, cost accountants strongly challenged a commission reduction of \$20 million in carrier costs. They said the carriers had computed 1950 costs by a method of projection which the commission itself had employed in previous rate decisions, but which it discarded in the recent mail pay decision. The railroad accountants challenged the soundness of the commission's new projection method.

The traffic officers concluded that they would not file any petition for reconsideration of the decision. For the

time being, they plan to operate under the order and "carefully evaluate the resulting experience."

"Small But Helpful"

Walter S. Franklin, president of the Pennsylvania, commented on the increase as follows: "The recent approval for increased rates . . . will add not less than \$9.5 million to our gross revenues for this calendar year, since the decision is retroactive to January 1. It is expected to add nearly \$800,000 a month to 1952 revenues, although not enough to entirely eliminate the loss we have been forced to take for handling the government mails. While relatively small, the increased income from mail handling will, of course, be helpful."

"Capital needs for any business can only be met when earnings are adequate to attract investors, which is why railroads are appealing now to the commission for proper adjustment in freight rates. It is an urgent necessity for the commission to act promptly now in granting the increase requested to meet the railroads' desperate need for adequate revenue at this time."

I.C.C. Receives Set-Back In Ex-Lake Grain Case

Proposals to "equalize" rates on ex-lake grain moving through four North Atlantic ports with rates on such grain moving through Philadelphia and Baltimore have won approval in the courts. The court action constitutes a set-back for the Interstate Commerce Commission.

The Supreme Court last week affirmed a lower court order reversing the I. C. C. The lower court said refusal to permit carriers to cancel the existing rate differential represented "unwarranted interference" with rate-making initiative. The case goes back to the I. C. C. for further action.

Railroads serving Albany, N. Y., New York City, Boston, Mass., and

Portland, Me., have, since 1905, maintained export rates on ex-lake grain from Buffalo, N. Y., which are higher than the Philadelphia-Baltimore level by one-half cent per 100 lb. The commission permitted this higher rate because of "added" terminal service performed by carriers at the four northern ports.

The New York Central, the Lehigh Valley, the Delaware, Lackawanna & Western, the Boston & Maine, the Maine Central, and the New York, New Haven & Hartford last year decided to cancel the one-half-cent-per-100-lb. differential. The I. C. C. suspended their tariffs, and after investigation condemned the equalization proposals (*Railway Age*, June 3, 1950, page 47).

Supporting the I. C. C. position before the courts were the Baltimore & Ohio, the Pennsylvania, and other roads serving Philadelphia and Baltimore. They said any difference in service provided at northern ports should be translated into a rate differential favorable to those two cities.

Evidence in the case before the I. C. C. indicated that the volume of ex-lake grain moving through Philadel-

phia-Baltimore has climbed steadily since 1938, and in 1948 was 72.21 per cent of the total. Ex-lake grain moving via New York and Boston has declined proportionately.

The I. C. C. order banning the equalization proposals was appealed to the U. S. District Court for Massachusetts. A special three-judge court reversed the commission, which appealed directly to the Supreme Court.

Approves Wyer on L. I.; Doolan Heads Operations

Appointment of William Wyer as trustee of the Long Island has been approved by the Interstate Commerce Commission. Mr. Wyer, who was approved by the reorganization court on November 7, succeeds William H. Draper Jr., who has resigned.

Mr. Wyer is senior partner of William Wyer & Co., a consulting firm on transportation problems. From 1943 to 1947 he was chief executive officer of the Central of New Jersey.

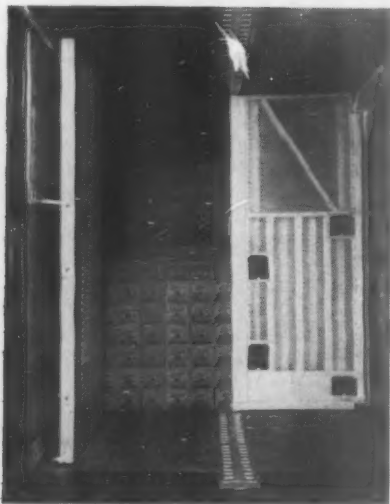
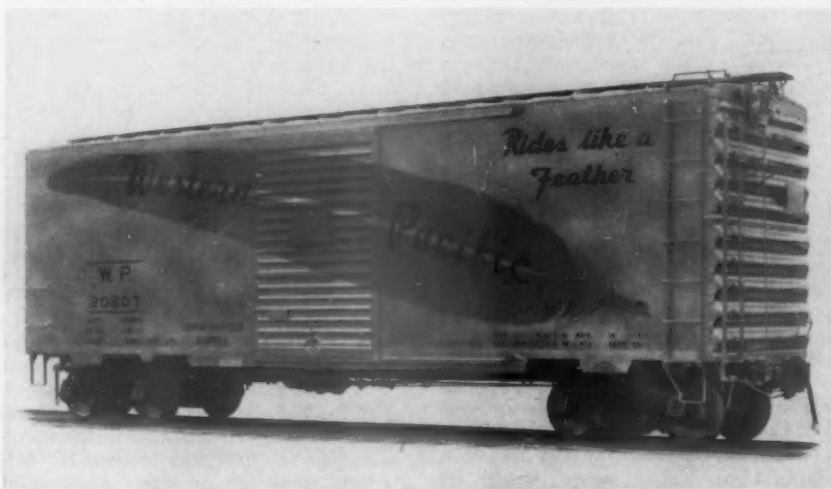
In approving his appointment, the I.C.C. also fixed annual compensation at \$30,000 for the trustee.

J. Frank Doolan, formerly executive vice-president of the New York, New Haven & Hartford, has been appointed chief operating officer of the Long Island, effective December 4. Frank H. Simon, former general manager, has been named assistant to the chief operating officer, the position of general manager being abolished.

Mr. Wyer announced at a press conference on December 5 that he will form a committee consisting of representatives of the L.I., the Pennsylvania, Nassau county and the Long Island Transit Authority, to determine what further studies should be made on which to base efforts toward making the road self-supporting. Chairman of the committee will be Corwin E. Dick, a partner in William Wyer & Co. As *Railway Age* went to press, the only other committee members who had been named were Mr. Simon and Leo V. Sullivan, executive secretary of the L.I. Transit Authority.

"We have made a beginning in this direction," Mr. Wyer said, "but much more remains to be done. On the basis of studies already made, new agreements have been negotiated with the Pennsylvania and the New York Connecting which have added approximately \$500,000 more per year to the Long Island's income. There may be still more income to be gained along this line, through economies or by improving service. Regardless of the question of public or private ownership it is inevitable that the people of Long Island must pay to support their railroad as passengers and the cost to them must be kept as low as possible. The studies we will undertake will be designed to determine where losses exist and what can be done to eliminate them; where service is inadequate and what can be done to improve it. The overall goal is to provide a safe railroad that gives good service at a price people can afford."

One of the first steps he has taken toward providing better service, Mr. Wyer added, is to continue development of the program begun by his predecessor as trustee, William H. Draper, Jr., for improving equipment through modernization of existing passenger cars and purchase of new cars. On this, he said, he soon will ask for suggestions from his patrons.

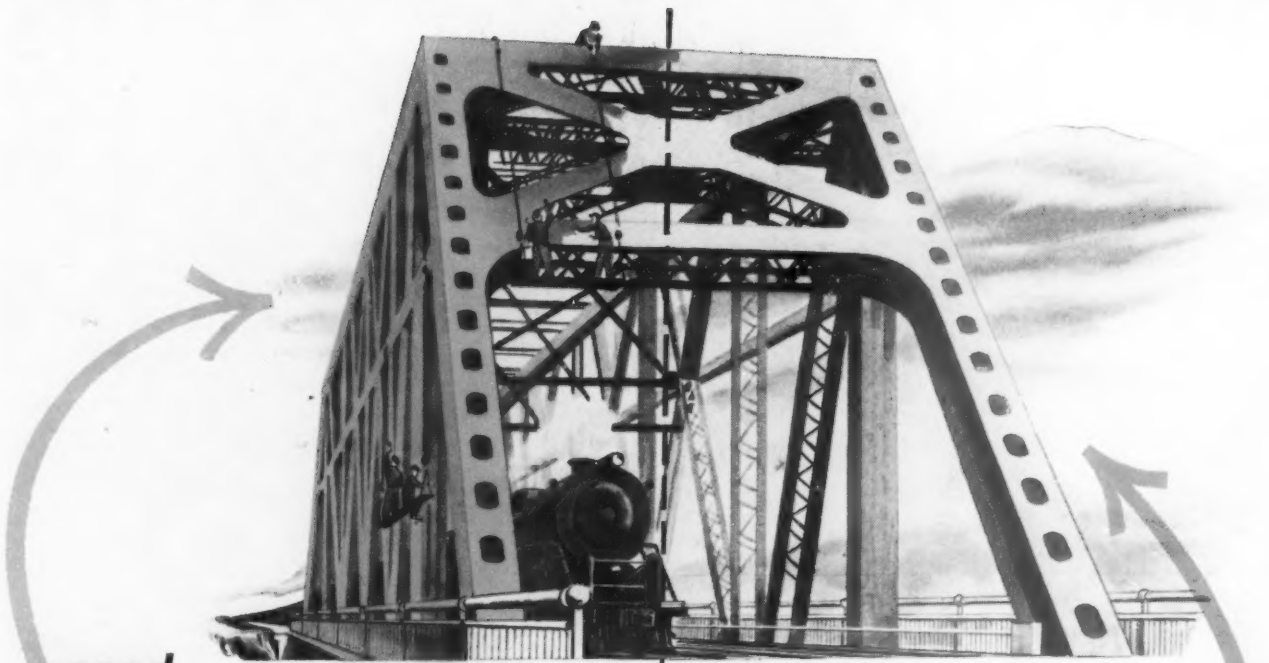


TWENTY PULLMAN-STANDARD PS-1 BOX CARS equipped with the new "Compartmentizer" for l.c.l. and mixed-commodity loading are currently being delivered to the Western Pacific (*Railway Age*, December 3, page 16). The cars are painted silver with a brilliant orange feather symbolic both of the road's nickname—"The Feather River Route"—and of the riding qualities of the car. The W.P. plans to "throw the book" at these cars and has invited its shippers to try them for all types of commodities. More may be ordered after tests are concluded. The "Compartmentizer" bulkheads and fittings in the cars have been somewhat modified from the initial units which Pullman-Standard announced earlier this year, and which were described in *Railway Age*, May 7, page 34. There are no loose parts for installation or removal. The gates simply fold up against the wall (as shown by the left gate) when not in use. When the car is loaded, the gate may be moved to any position

MORE NEWS ON PAGE 64

Additional general news appears on page 64, followed by regular news departments, which begin on the following pages:

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Solid coal and other trains northbound, merchandise freight southbound, seven-day-a-week heavy tonnage trains in both directions—all assignments are handled with ease by these powerful, all-purpose locomotives. In addition, they take in their stride extra work such as passenger, freight and maintenance-of-way work trains.

'Round-the-clock utilization of modern motive power—as demonstrated by these versatile Alco-GE locomotives—is just one of many progressive steps taken by the Lackawanna as it embarks upon its 2nd century. All play an essential role in helping the DL&W to *win traffic back to the rails—and keep it!*



**AMERICAN LOCOMOTIVE
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With IBM Electronic Business Machines, executives all over America are getting the answers at electronic speed . . . the answers each needs to shape his company's future.

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The railroad industry, for example, has found new economies through the use of IBM electronic machines for revenue and disbursement accounting, car records and other phases of railroad accounting.

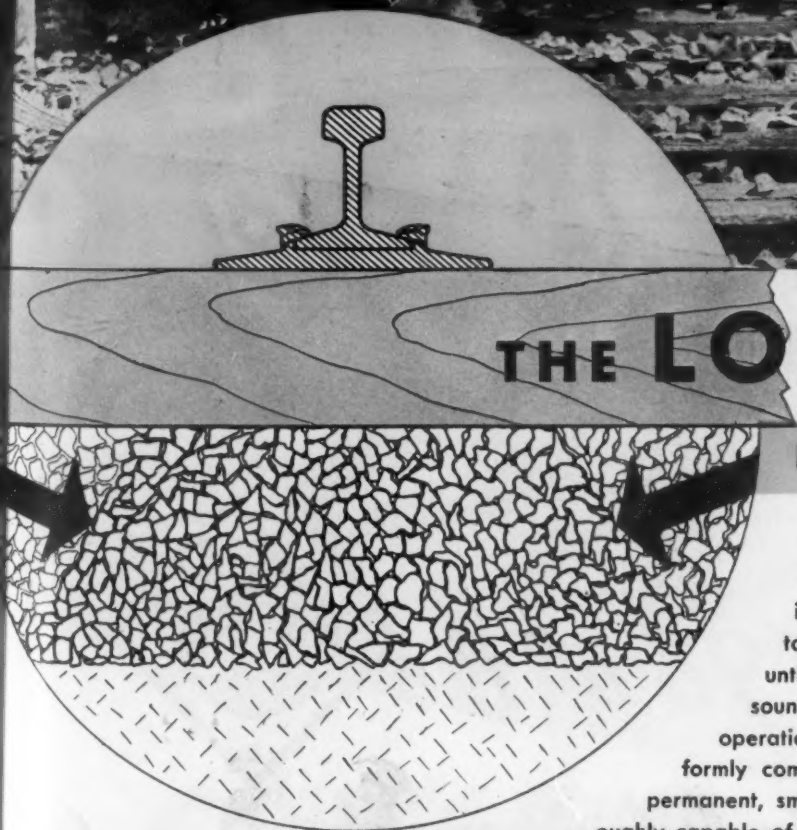


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JACKSON

The ONLY MULTIPLE TAMPER
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SPOT



THE LOAD-BEARING ZONE

DIRECTLY BENEATH THE RAIL

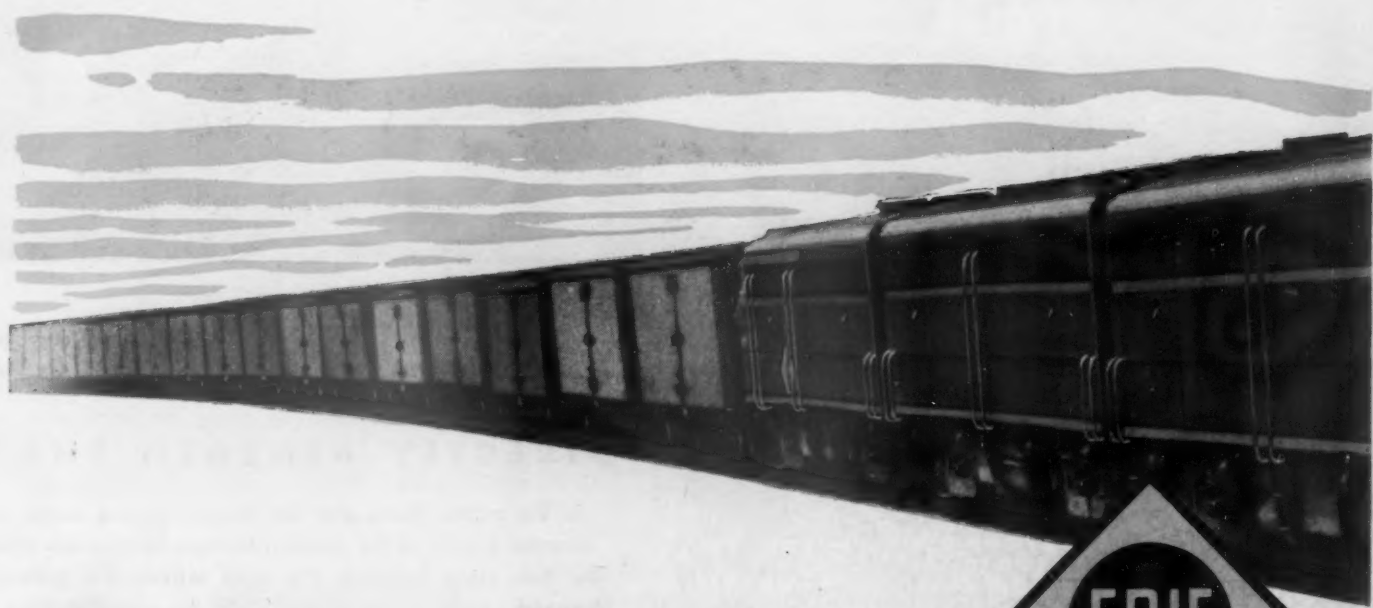
In the actual photo and the diagrammatical sketch above, note how the blades of the Jackson Multiple Tamper are directed under the ties, right beneath the rails where the greatest load is imposed. Here, in the VITAL ZONE, the powerful thrust and vibratory action of the Multiple's tamping blades force the ballast around until the pieces are tightly fitted together into a closely integrated, soundly compacted and lastingly-firm bed. And it all can be done in one operation with no follow-up of any kind required. Only the JACKSON uniformly compacts maximum ballast in this critical area to produce the most permanent, smooth-riding track, with tie-beds having load bearing qualities thoroughly capable of sustaining today's heavy, fast, high-frequency traffic—a vital factor in reducing the cost of maintaining track and rolling-stock. Savings in time and labor effected with these machines usually more than pay for them in a single season. Let us furnish you with complete information, NOW, so you can consider them for your 1952 appropriations.

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Practically all of America's top railroads have discovered they can get the last word in long, reliable service from their costly Diesels — with Sinclair Gascon® Oils.

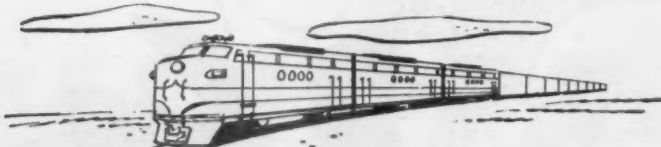
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the first really new freight car
in 52 years—



*coming
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who must build up larger fleets
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Uses less steel than conventional cars and lends itself to modern, mass production techniques.

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Seven basic design and construction advantages of National C-1 Trucks help you deliver merchandise on time and in good order—for greater good will from your shippers and receivers.

For a smoother, safer ride . . . depend on NATIONAL Lading-Conscious C-1 Trucks—they protect your equipment, your roadbed and the interests of your customers.

NATIONAL

Write for National C-1 Truck Circular No. 5150. The National Malleable and Steel Castings Co., Cleveland 6, Ohio.

- 1 Quick Easy Visual Inspection**—Gives immediate assurance that friction control mechanism is functioning properly, without time delays or cost of handling or removing a single part.
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DIESEL PARTNERS ON THE MAIN LINE. Fast-moving trains stay on schedule when fast-working International crawlers do off-track jobs.



How the Louisville & Nashville keeps the main line in shape with an International TD-14 crawler

Down near Dahlgren, Illinois, the ballast on the L. & N. is six feet deep. And without wide banks, the gravel used to slide out from under the tracks. It was a typical job for an International crawler tractor, and a TD-14 did the work, building up the bank firm and fast.

W. D. Mick, the TD-14's operator, gives the low-down on International performance. "You can't beat it," he says. "Internationals sure get the work done in a hurry. They handle the easiest, too. And they're plenty tough. My TD-14 is five years old, and the only repairs on it have been one set of liners and a new clutch."

Mr. Mick's rugged TD-14 is one of a complete line of International tractors available for working

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YOU CAN'T FOOL THE OPERATOR. He knows how good a tractor is. And W. D. Mick says his International is tops.

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POWER THAT PAYS

**ARE HOSPITAL BILLS
CRIPPLING YOUR PROFITS?**



Maintenance cost on 'over-age' freight cars can be a terrible plague to Railroad profits. A car constantly out for repairs is that much revenue space lost, in addition to the ever increasing expense of maintenance itself.

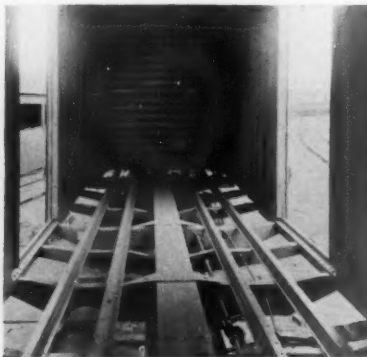
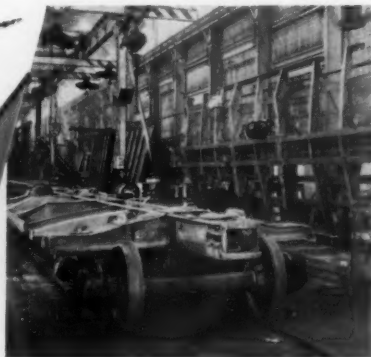
Naturally, these money-losing, outmoded freight cars should be replaced. But the question facing Railroad men today is whether to build or to buy. A.C.F.'s straightforward answer is already on the books. A.C.F.-built standardized design, all-welded cars are setting new records for low maintenance. It's next to impossible to find a better car than those produced by A.C.F.'s assembly line techniques. There is *no need* for a Railroad to duplicate A.C.F.'s costly, extensive car building facilities.

Why not drop your freight car problems in the laps of men especially trained to handle them? An experienced A.C.F. representative is waiting to show you how easily they may be solved the A.C.F. way.

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Every foot of the way



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Protection . . . that's what Amcreco Pressure Creosoting means to you. Protection in the form of safer roadbeds. Cross ties creosoted by the Amcreco Lowry Process last longer too. In fact they even exceed their life expectancy . . . the records prove it.

And the cost of maintenance is lower . . . so much lower, in fact, that it results in appreciable savings year after year.

So for safety and economy in cross ties, bridge ties, framed bridge timbers, piles, poles and cross arms, consult an Amcreco Representative. There is no obligation.

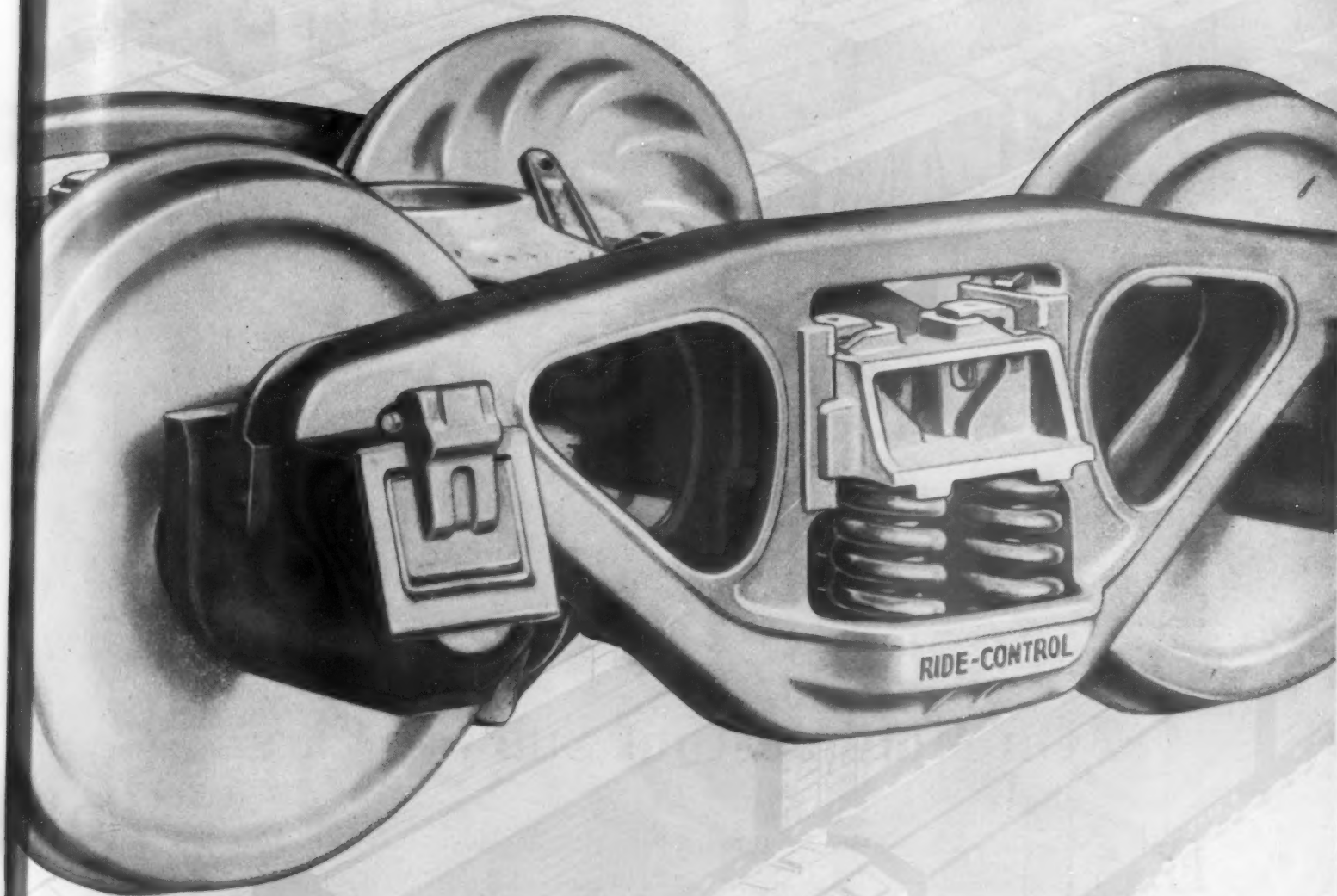
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On Multiple-Unit Subway Cars

EDISON Nickel-Iron-Alkaline Storage Batteries have been in extensive use for many years as insurance of a continuous supply of power to the low-voltage control circuits in multiple-unit cars. Their performance in this class of service is an excellent illustration of their unequaled dependability of operation in all types of passenger-train cars.

Whether the primary power source for the control circuits is a motor-generator or the ground side of an air-compressor-motor-circuit, the battery serves two important purposes: (1) it supplements the primary power if necessary when loads are heavy and (2) it carries all loads that may be connected during interruptions in the primary power.

Among these loads are the traction-motor contactors, the brakes, the door operators and emer-

gency, destination-sign, motorman's-cab, signal and marker lights. Thus, the dependability of the batteries is a factor in the safe operation of the trains. It is significant, therefore, that EDISON Batteries are employed in the control circuits of the multiple-unit cars of ALL the major subway systems in the United States. Edison Storage Battery Division of Thomas A. Edison, Incorporated, West Orange, N. J. Thomas A. Edison of Canada, Limited, Montreal.

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LIGHT-WEIGHT BATTERIES FOR LIGHT-WEIGHT CARS

DON'T SCRAP WORN PARTS... FIX 'EM



A jig rotates this switch stand while the worn bearing trunnion is built up to original dimensions.

How large is your reclamation program? The chances are that if it is small you are losing thousands of valuable parts that can be repaired at a fraction of the cost for new ones.

Reclamation, when efficiently performed, means not only more use from valuable parts but also big dollar savings in replacement costs.

Write for booklet F-7689 that tells how one railroad uses welding to reclaim 175 different parts. Use the handy coupon.

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Gentlemen:

Send me booklet F-7689 on reclamation

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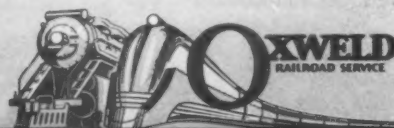
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One of Susquehanna's new Commuter Cars Upholstered in Blue and Chinese Red Goodall Super Redo—Built by The Budd Company

Goodall's *Super Redo* heavy duty vinyl plastic in Susquehanna's new commuter cars

THE New York, Susquehanna and Western Railroad selected Goodall's *Super Redo* for their new commuter cars. This heavy duty vinyl plastic coated fabric is famous for its durability and ease of maintenance. It is fire-resistant and waterproof. It is resistant to perspiration, grease, gasoline and dirt. *Super Redo* is *Blended-to-Perform* for added wearability and beauty. It's available in attractive grains and stay-bright SUNSHINE-TESTED colors. Goodall *Super Redo* wins passenger approval and reduces maintenance costs.



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Hold Grade Levels

Yet put up
to 18" of
**CLEAN
BALLAST
UNDER
TIES**



Matisa Ballast Cleaner is the **ONLY** machine capable of thoroughly cleaning **ALL BALLAST**—beneath ties as well as in cribs. Note that digging teeth pass clear under ties and rails, doing a **COMPLETE** job.



BEFORE *Matisa* CLEANING

AFTER *Matisa* CLEANING

Whether to hold grade levels on dirty ballast, or provide a clean ballast cushion with a grade raise has long been a major maintenance of way headache. Now, with the Matisa Ballast Cleaner, you can hold the grade level (or lower it), yet put as much as eighteen inches of thoroughly cleaned ballast under ties!

Matisa cleaning—and *only* Matisa—solves the common grade problems at crossings, under-

passes and in yards... And used with the Matisa Tamper, produces roadbed that is *better than new-laid track* put down with other ballasting methods.

Matisa Ballast Cleaners are furnished on a supervised rental basis for cleaning 1,000 feet or 1,000 miles of your track... rapidly, efficiently and *completely*. Write our M. W. Engineering Department for details on 1951 Cleaner availability.

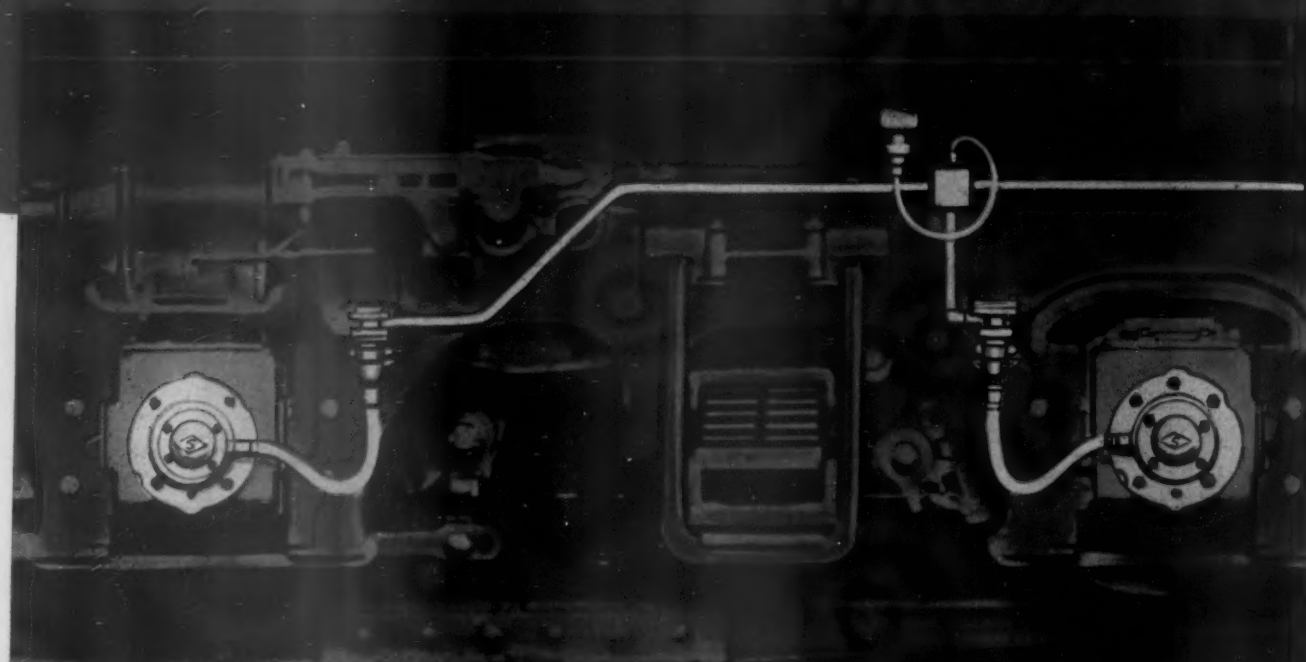
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ALL OVER THE WORLD *Matisa* TRACKWORK SPECIALISTS



PROTECT Diesel



WHEEL SPIN...SLIDE...

with the **3 in 1**
**American Brake Shoe
Controller**

locomotives against

LOCK-UP

3-way protection to reduce motor, wheel and track damage is now possible with the 3 in 1 American Brake Shoe Controller for Diesel locomotives.

Proven through ten years of high speed passenger car service, and now adapted to give 3-way protection for Diesels, the 3 in 1 Controller:

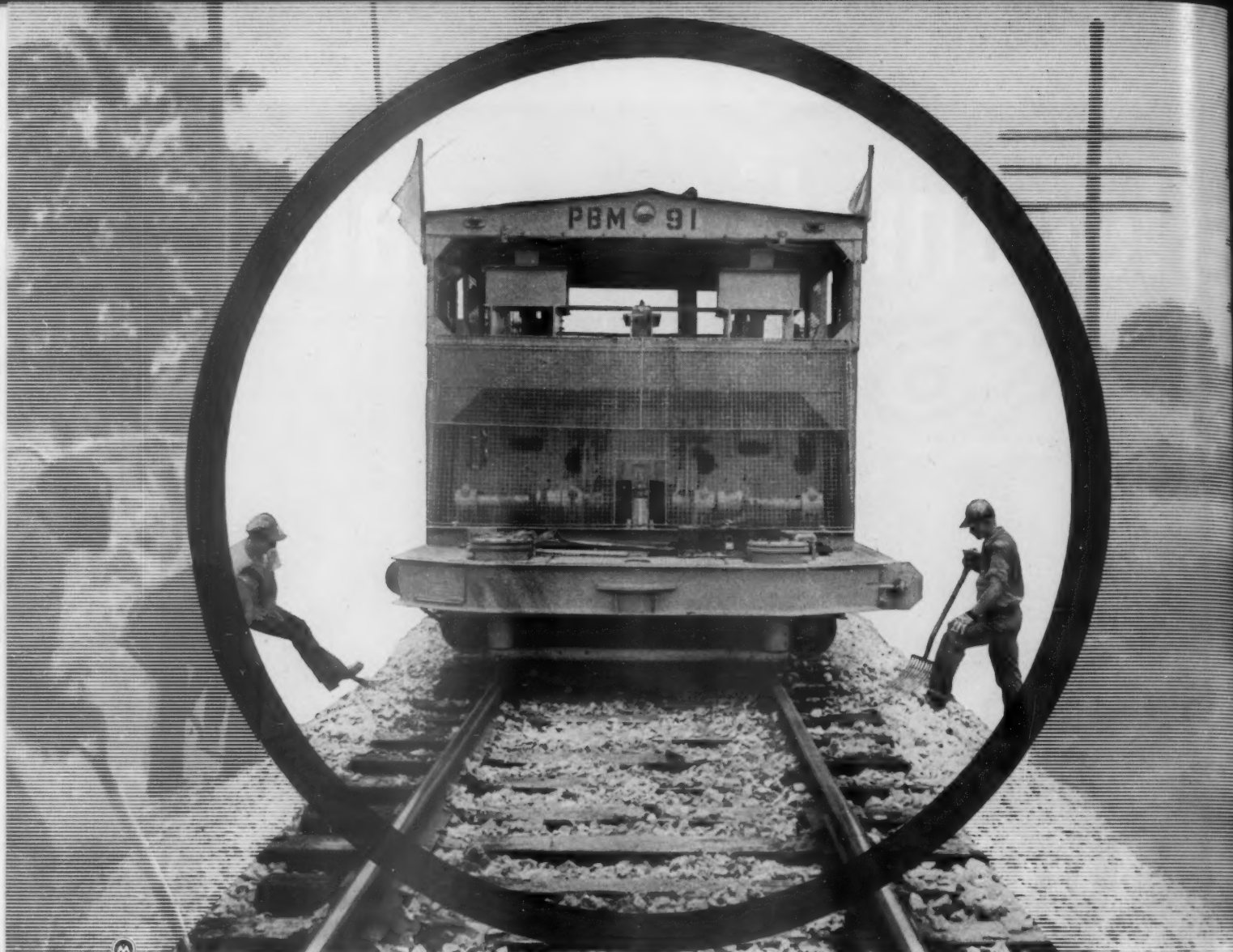
1. Detects and corrects wheel spin promptly at all speeds;
2. Detects and warns of sliding during braking;
3. Detects and warns if wheels become locked.

The 3 in 1 Controller consists of rotary switches—one for each pair of wheels; a relay panel—one per unit; and test switches—one or two per truck. The rotary switch may be easily mounted on any of several types of journal bearings equipped with a mounting face and axle drive fittings.

Independent of other electrical equipment, the 3 in 1 Controller warns engineman even when power plant is cut out. Write today for full information. American Brake Shoe Company, 230 Park Avenue, New York 17, N. Y.

Brake Shoe

BRAKE SHOE AND CASTINGS DIVISION



MONON
THE HOOSIER LINE

...another road
that can show you
why your best main-
tenance of way in-
vestment is a Power
Ballaster.



**Here's what YOU can expect
from the POWER BALLASTER**

Triple-Action Compaction—Tamps down, then under, then up—for an under tie ballast foundation that fully meets AREA standards.

Low Labor Requirement—Easily handled with as little as two 5-man gangs.

High Production at Low Cost—450 to 750 feet of tamped track per hour often pays for the Power Ballaster in one season.

Versatility—Tamps raises from 0" to 8" on rail of any weight, with any ballast.

Maximum Use of Track Time—Powered jacks permit 4 men to make lateral set-off in 3 to 5 minutes... 25 MPH speed for fast runs to siding, crib or work locations.

"Best of all was the service we got..."

If you were to assume for the moment that the Power Ballaster can do a faster, lower-cost tamping job (*actual service records prove it*), you might well ask what you could expect in the way of factory service.

Let Mr. L. F. Racine, Chief Engineer of the Monon, tell you his reaction to the service that Pullman-Standard puts behind the Power Ballaster:

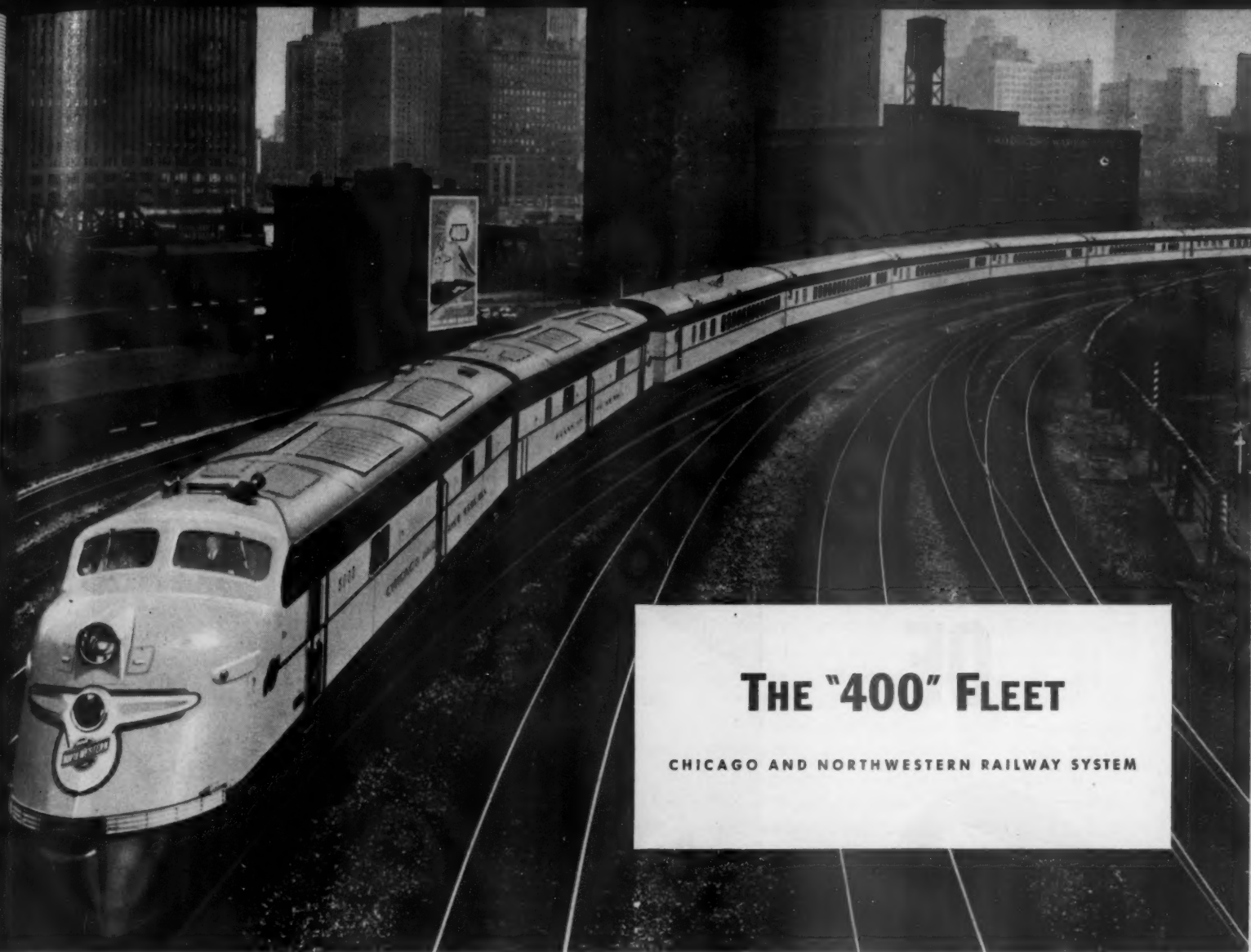
"Best of all was the good service we got from Pullman-Standard's people. We arranged for annual overhaul of our Power Ballaster at the Pullman plant. When our operator was called into the Army, Pullman quickly trained a new one for us at their factory."

The good performance of the Power Ballaster and the good service behind it—as so clearly demonstrated to the Monon—work together to serve you better. Let an experienced Power Ballaster Representative outline our sales and service programs... and show you the case-history *proof* of Power Ballaster performance. Write us today.

TRACK AT ITS LEVEL BEST...AT THE LOWEST COST



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THE "400" FLEET

CHICAGO AND NORTHWESTERN RAILWAY SYSTEM

Diesel locomotives on the famous "400" fleet use . . .

• Famous as the first long distance mile-a-minute trains, Chicago and North Western Railway System's "400" streamliners connect Chicago and points in Minnesota, Wisconsin, South Dakota and upper Michigan with fast, modern passenger service.

The pace-making schedules maintained by the "400" trains have called for efficient Diesel locomotive operation. To this efficiency STANDARD HD Diesel Oil has contributed clean, effective lubrication. Each of eleven Diesel units on the "400" fleet have completed over 600,000 miles of trouble-free operation on STANDARD HD.

The Chicago and North Western Railway System is one of the more than 60 Railroads that now use STANDARD HD Diesel Oil. This acceptance indicates the ability of STANDARD HD to pro-



vide efficient and economical lubrication for all types of Diesel locomotives. Make that your basis for investigating STANDARD HD Diesel Oil.

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9 CARLOADS OF



Dependability

in this world's record submarine cable

Filling nine railway cars and weighing nearly $\frac{3}{4}$ -million pounds, this cable is the largest high voltage submarine cable ever manufactured. Shipped last spring in a single length, the cable is thought to be the largest piece of equipment ever shipped by rail. It is now carrying power dependably across Puget Sound to the San Juan Islands.

The dependability of Okonite cables is well-known to the railroads, having been firmly established over the last 73 years. In its earliest days, Okonite was chosen for the first railroad automatic semaphore signal. And as new electrical devices were developed, Okonite became the prevailing choice to insure their dependable operation.

Today, Okonite wires and cables are in constant use for diesel wiring; signal cables; c.t.c. and aerial cables; communication and battery cables; shop wiring and power circuits; air conditioning, circulating and heating equipment; car retarders and switch machines, and many other uses.

Okonite dependability is achieved by the use of exclusive manufacturing processes, skillfully processed premium

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THE BEST CABLE IS YOUR BEST POLICY



insulated wires and cables

THE LONG ISLAND IS DOING SOME TIMELY PIONEERING

The proposed plan of reorganization of the Long Island Rail Road—put forward by the debtor company and the Pennsylvania Railroad on November 19—reveals great ingenuity in its attack on the forces which have brought the property to the verge of socialization. The trouble from which this railroad has suffered is no unique disease, peculiar only to the Long Island. On the contrary, its illness is endemic throughout the whole industry. Some railroads, mostly small ones, have already succumbed to it; and all railroads are suffering from it, to varying degrees. If the proponents of the Long Island reorganization plan have found and can secure the acceptance of a practical cure for this fatal disease—as seems not entirely improbable—then they may go down in history among the greatest protagonists of private ownership which the railroad industry has produced, at least since the days of the pioneer railroad-builders.

Public Control a Last Resort

The Long Island's disease, of course, is Acute Regulation-itis combined with Galloping Tax-itis. The property had already reached the stage of bankruptcy from this disease prior to the appointment of trustees early in 1949; and, in 1950, the cost of two disastrous accidents so increased expenses as to raise the question in high political circles whether the property could continue to function at all, with no source of revenue except payments received from users of the railroad's services. The governor of New York appointed a three-man committee of prominent citizens to propose a solution to the road's difficulties and this committee recommended that the property be socialized under an "authority"—and be freed from state and local taxes and from regulation as to intrastate rates and fares.

The state legislature went further than the recommendation of this committee, however. It enacted legislation which would permit ultimate socialization of the road under an "authority," only if the "authority" should previously find it impossible to get the property operated

under private ownership. And to give private ownership a better chance of success than it has heretofore enjoyed with the Long Island, the legislature provided for the establishment of a "Railroad Redevelopment Corporation" which might acquire the railroad and which would enjoy considerable (but not complete) freedom from taxation and from regulatory interference in rate-making.

The debtor company and the Pennsylvania in their reorganization proposals assert that the "Railroad Redevelopment Corporation" project "is deficient in essential respects" and that it is entirely feasible to reorganize the railroad as a successful private enterprise without recourse to such special legislation. And here the significant assertion is made that "*the Interstate Commerce Commission, in performing its function under Section 77 to estimate the true prospective earning power of the properties . . . must estimate what would be at least the minimum just and reasonable intrastate commutation fares for the future. The commission may implement its determination, should this prove necessary, by appropriate conditions to the plan or by exercise of its jurisdiction under Section 13 of the Interstate Commerce Act.*"

What the Law Permits

There is a precedent in New York law, clearly established in a recent case, whereby property taxes may be reduced in proportion as net revenues diminish, and the plan for the Long Island's reorganization contemplates that such tax reductions would apply automatically if the reorganized railroad's earnings should fall below a prescribed "just and reasonable" level. The plan further provides that the reorganized company may, and must, whenever a particular line suffers an out-of-pocket loss—without interference from the state regulatory commission—promptly curtail service, close stations and effect other appropriate economies sufficient to put that line "into the black."

In regard to intrastate rates and fares the plan provides that the reorganized company, whenever it fails

to earn the stated minimum return, may file new tariffs without power of suspension by the state commission, and that the state commission's power in such cases would be limited to calling for an audit of the calculations justifying the need for increased charges.

What this plan calls for, in substance, is to give the reorganized railroad, under private ownership, some but not all of the relief from over-regulation and over-taxation which the governor's committee recommended for the railroad under socialization. If such degree of relief be given, the owners and creditors believe they can operate the property profitably; and if the powers that be in New York state have not degenerated into doctrinaire socialists, they will surely favor giving these owners and creditors the opportunity they ask for. It is no longer possible to keep in operation the Long Island or any other railroad so situated, under such handicaps of restrictive regulation and taxation as those by which this property has been victimized. These burdens are going to be removed, because they have to be—since the only other alternative would be to quit operating the railroad, which is unthinkable. Since these handicaps

are to vanish, the only question that remains to be answered is that of socialization or private operation. The burden of proof lies with the socializers—i.e., with anybody in New York or elsewhere who may oppose the thoughtful plan the debtor company has put forward.

Whoever it is, singular or plural, who prepared this plan—it gives evidence of penetrating intellectual power, which has cut its way through a jungle of confusing irrelevancies to come to grips with the basic issues. The statement of President Walter S. Franklin of the Pennsylvania in making the plan public (noted briefly in our November 26 issue, page 58) is so comprehensive and so clear, in its exposition of a sound and complete thinking-through of the whole problem that we reproduce it verbatim on page 56 herein.

The Franklin statement will bear careful reading by every railroad man in a position of responsibility on policy questions. The disease of Long Island-itis exists in greater or less degree on every railroad in the United States. And the proposed cure, if it works on Long Island, could doubtless be applied in other situations with similar effect.

STEEL FOR FREIGHT CARS

Whatever the reasons, the efforts of the railroads, the car builders and the Defense Transportation Agency to procure sufficient steel to carry out a program for the production of 10,000 new freight cars a month are producing no more effective results than were attained during the years immediately following the close of World War II. Then, with allocations ostensibly adequate to satisfy a monthly 10,000-car output, there were few months when that output was actually attained—largely because of a failure to obtain a balanced distribution of steel as between builders and specialty manufacturers and the virtual cancelling of unused monthly quotas. This year, starting in the spring with outputs approaching closely the 10,000-car objective, there has been a progressive deterioration in the prospects because of curtailments in the quarterly allocations of steel for freight-car building.

The total demand for steel has amounted to tremendous proportions during 1951 as the production phase of the defense program has begun to roll. Some of this demand must be satisfied in full without question. Some of it can be left to feed on the dregs of the supply if there are any.

Between these two categories is a third. To this belong the industries which do not produce munitions, but without the services of which no defense program could possibly be carried out.

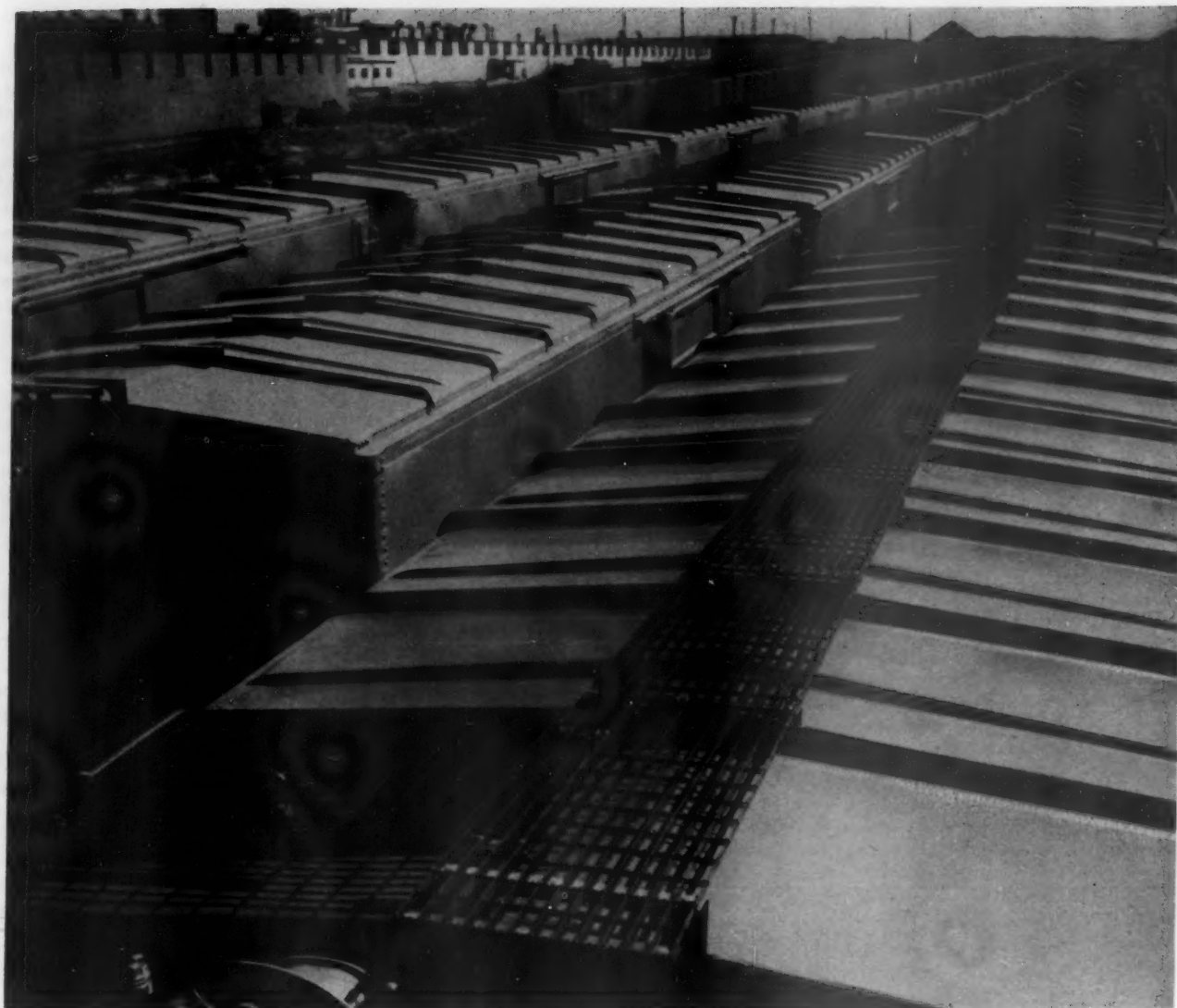
The job of determining what industries belong in this group and to what extent they need help in the matter of steel allocations in order that they may contribute their essential part to the defense effort is that of the

Defense Production Administration. It is obvious that this function cannot be performed in retirement, free from the clamor of all those who want help. So the railroads have to fight to get what they must have if raw materials, intermediate materials, and finished products needed for the defense program are to be in the right places when needed, if crops are to be moved promptly, and if all the other services required for the welfare of the civilian population are to be performed without disastrous delays.

The country is unfortunate that the railroads went into the defense program with a shortage of freight cars and a freight-car inventory which was ripe for extensive retirements. The result has been that, with the declining output of new freight cars, such increase in the number of serviceable cars as there has been during the year has come from a reduction of cars held for repairs rather than from an increase in ownership. The railroads are handicapped by their history of accomplishment of the impossible when the situation gets tough and it would seem that there is a dangerous tendency to rely on their ability to come up with another miracle should a real emergency develop.

Steel allocations for freight-car building have now been trimmed down to the point where some manufacturers of car accessories are asking whether the present short supply is likely to continue indefinitely. If this is to be the case, they infer they must find other uses for their plants.

To permit any part of the car-building facilities of the country needed to maintain an output of 10,000 freight cars a month to be lost to the industry now would be little short of criminal.



The Lead-Time Story In Car-Building Plants

By C. W. BRYAN, JR.

President
Pullman-Standard Car Manufacturing Company

As of January 1, 1951, the freight-car builders were given steel allotments to build 10,000 cars a month. Some manufacturers of other steel products thought the freight-car builders were unduly favored and did not understand why a program favored with such allotment did not get going immediately.

With one exception, to be discussed later, a freight car is not a standardized product. And a freight car sells as low as 12 cents per pound, making it one of the lowest priced manufactured articles in the country.

This article is derived from a paper presented October 24 at the Hotel Waldorf-Astoria, New York, during the Second National Standardization Conference of the American Standards Association, at a conservation forum sponsored by Modern Industry.

In order to meet this extremely low price on a semi-custom-made article, a production line cannot be interrupted. Unless a full "pipeline" of properly matched materials is available when a line is started, cost disaster will occur. To maintain a total national production of 10,000 cars per month, the steel pipelines must be filled. A lot of oil must be poured into a pipeline from Texas to New York before any of it arrives in New York. So it is with the car builders' steel pipelines. The smooth, economical operation of a freight-car plant requires sufficient steel and other materials on hand to permit each department and each group within a department to meet work schedules. If any department does not have

enough material to keep going, the whole process is slowed down.

Steel is carried on inventory from the time it enters the yards, or, perhaps, from the time it leaves the steel mill, to the day it leaves the shipping track as a finished car for delivery. That means a large tonnage of steel must be poured into a freight-car shop before capacity production can begin. In each of Pullman-Standard's three freight-car plants a minimum of 30 days is required to fabricate steel into the shape in which it is used in a car.

This means, then, that complete assortments of steel must flow out into the shop 30 days ahead of the time the assembly line is started.

Thus, in a shop operating two erection tracks and building 1,000 to 1,200 cars a month, there must be a minimum of 1,000 to 1,200 car sets of steel in the process of being shaped, formed, pressed, etc., ahead of the actual start on the assembly track. All this means that the irreducible time the steel must be in the shop—in process and in cars partially or wholly built—is approximately 50 days. To assure this balance of inventory into car sets, however, a lead time of 90 days should be allowed.

How "Lead Time" Is Used

From experience, car builders have found this is just about as short a time as anybody can do the job in. Hundreds of items that go into the making of a freight car or passenger car vary from one order to another, sometimes for the same railroad. These parts must be ordered months ahead of the start of the work. They are the parts inescapably tied to a certain order. It would be wonderful if they were standard, but they are not. Usually, they cannot be switched around and they cannot be used as substitutes elsewhere.

When we receive an order from a customer we place orders immediately for the required steel and other specialties. After that we are in the hands of our suppliers. All of the parts and other raw material must come into the plant in a coordinated flow if manufacturing is to proceed smoothly. If parts arrive ahead of schedule, they must wait until the other parts arrive. If one set of parts comes late, then work on most of the other parts is held up.

This is why car builders stress the importance of car sets and balanced inventories—a complete assortment of each and every component needed to produce a freight car.

Incidentally, the pressure to use steel promptly is on every manufacturer. One thing he does not want is an increase in inventory, because he is taking dollars right out of the bank to afford that luxury. No one waits any longer to match up materials than is absolutely necessary. It is expensive to hoard steel. Obviously, these parts should flow into the plant in balanced volume and on a coordinated schedule.

Results of Coordination

In our own shops, because of a lack of orders until the latter part of 1950, balanced inventories and sufficient steel were not on hand to reflect that boost in steel allotments overnight. To get our balanced car sets, it was not until April—90 days later—that this steel allotment began to reflect itself in our production. In that month at three freight-car plants we produced 2,667 cars, which was the highest delivery rate made by Pullman-Standard since April 1948. In May we broke all company production records by delivery of 3,010 cars to our customers.

That record was again broken, and a new one set, with 3,066 cars produced in June.

Pullman-Standard, in an effort to bring about some degree of standardization in car building and, thus, among other things, to facilitate the proper flow of materials, designed and introduced in June 1947 a box car now known as the PS-1. The principal feature of this new car was that more of its parts were to be fabricated in our own shops. Today, therefore, these components are more standardized and help us to speed box car production and conserve such lost time. Some of the outstanding components which are manufactured by the company are the underframes, ends, sides, roofs, release rigging and floor clips.

Standardization Speeds Production

Through greater control of production and planning to have what we need when we need it, we have been able, through the PS-1, to make a valuable contribution not only to the standardization of one type of freight car, but in conservation of materials as rejects on parts not formerly under our control are practically nonexistent. Prior to controlling production on this car, it was often necessary to stock essential car parts when the market offered them and keep them on hand against the day when we needed them. Now these parts are geared to our production requirements.

Furthermore, by controlling production and selling a car built to company specifications, rather than to varying customer specifications, our plants have been able to reduce the periodical layoffs of labor force which resulted when the shop equipment was changed from one order to another. Any production line requires approximately a month to set up different jigs and get ready for a radically different kind of car. Sometimes this happens in box cars that are so nearly alike that the user would not know the difference. By having these standard box cars much of the lost time is prevented.

Another important structural feature of this standardized product is the use of welding instead of riveting and this, in our case, means the saving of tons of metal per year.

The standardized car, whether freight or passenger, makes it possible to make changeovers without interruption in delivery schedules, thus conserving time and assuring steadier work for employees.

PRIVATE TRUCKING A PROBLEM WITH SOCIALIZED TRANSPORT, TOO

"The [British] Transport Commission also controls road transport and in recent months it has obviously been trying, by raising road charges and in other ways, to force traffic back on to the railways. The reactions go beyond that. When the Transport Commission was set up, one form of competition was still permitted: it was still legal for a firm to run its own road vehicles for carrying its own goods. In fact the number of such privately owned vehicles has doubled in the past three years. It is significant that, in recent debates in the House of Commons, many members have advocated the restriction of the ownership of such vehicles by private firms on the grounds that their existence is undermining the success of one of the nationalized schemes."—From "Socialism's Legacy to Churchill," by John Jewkes, *Fortune*, December 1951.



The Matisa ballast cleaner in operation on the Grand Trunk Western. In tow behind the machine are its diesel-electric power plant and a string of push cars loaded with clean ballast which is used to fill in the skeletonized track beneath the machine on completion of a day's work



The excavating chain, as it runs beneath the track structure, breaks up the fouled ballast and shovels it onto the conveyor shown in the background

All-Out Ballast Cleaning . . . Roadbed Section Overhauled Down To Subgrade

Along a stretch of double track the Grand Trunk Western, using a Matisa machine, extracted, cleaned and returned to track all ballast to a depth of 6 in. beneath ties

To assure free drainage and thereby reduce maintenance costs on a six-mile stretch of double track near South Bend, Ind., where the ballast had become badly fouled, the Grand Trunk Western completely renovated the entire ballast section there, practically down to the original subgrade, with the aid of a Matisa ballast-cleaning machine. At the same time, necessary tie renewals were made, new ballast was distributed as required to fill out the ballast section, and the track was tamped with a Jackson Multiple Tamper.



Skeletonized track immediately behind the excavating chain. To maintain the track level and carry the weight of the machine, wood blocks are placed under every fifth tie

Introduced from Switzerland about three years ago, and subsequently improved to increase its productive capacity, the Matisa ballast-cleaning machine is a large self-propelled, on-track unit designed to break up and remove fouled ballast from under and between the ties, and in the shoulders and intertrack space, to separate foreign matter from the ballast, to redistribute the cleaned rock across the track, and to deposit the waste matter alongside the track or into cars on an adjacent track—all this during a single pass over the track.

The fouled ballast is broken up and removed by a continuous excavating chain consisting of a series of alternating pick-point links and shovel links. The chain is guided by an inclined triangular frame, the base of which is threaded underneath the track structure, and is

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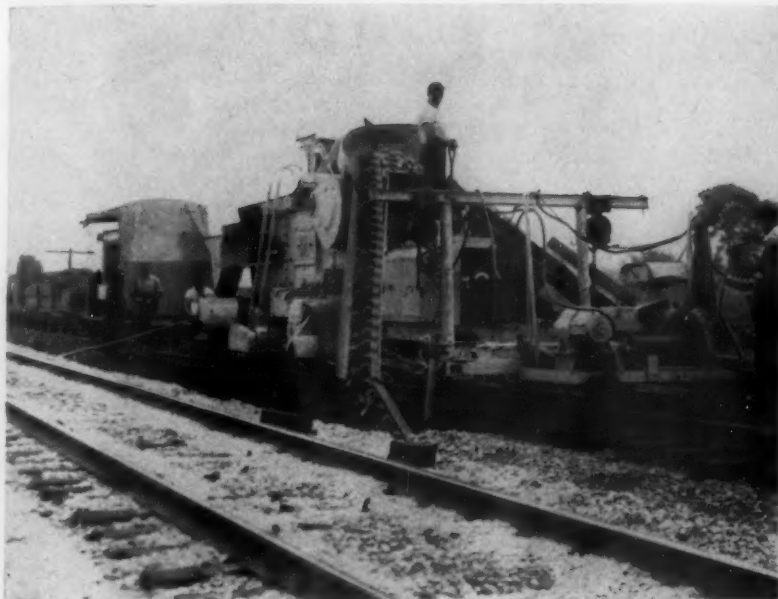
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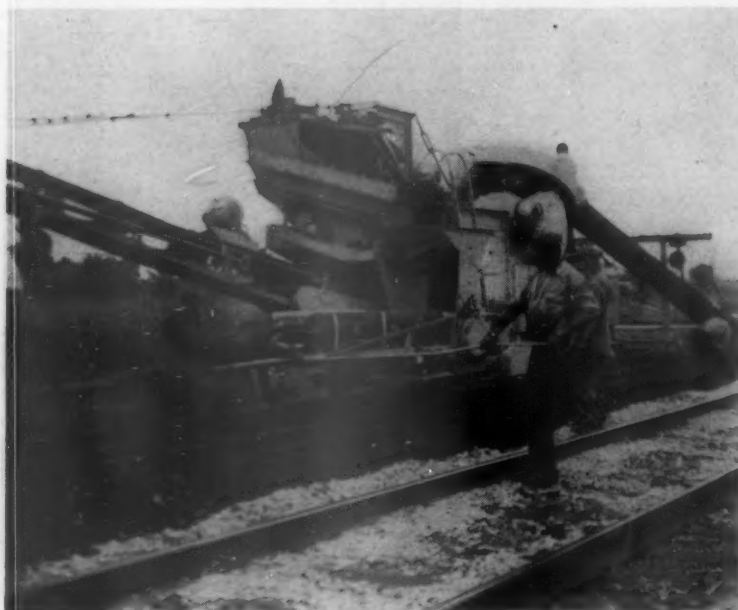
To assure free drainage and thereby reduce maintenance costs on a six-mile stretch of double track near South Bend, Ind., where the ballast had become badly fouled, the Grand Trunk Western completely renovated the entire ballast section there, practically down to the original subgrade, with the aid of a Matisa ballast-cleaning machine. At the same time, necessary tie renewals were made, new ballast was distributed as required to fill out the ballast section, and the track was tamped with a Jackson Multiple Tamper.



Skeletonized track immediately behind the excavating chain. To maintain the track level and carry the weight of the machine, wood blocks are placed under every fifth tie

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The fouled ballast is broken up and removed by a continuous excavating chain consisting of a series of alternating pick-point links and shovel links. The chain is guided by an inclined triangular frame, the base of which is threaded underneath the track structure, and is



The cleaned stone falls from the screens into a hopper and thence onto a swivel mounted conveyor which returns the stone to the track. The conveyor is moved back and forth to distribute the stone evenly



Behind the ballast cleaner, the surfacing gang, equipped with a Nordberg power jack, raises the track back to its original grade



The track is tamped with a Jackson Multiple Tamper

driven by a sprocket at the apex of the frame. As the chain moves rapidly around the frame and underneath the track it scrapes the fouled ballast onto an inclined conveyor which raises the material to the top of the machine, where it spills onto a vibrating double screen. The matter falling through the screen is carried away by a conveyor and wasted. The clean stone falls from the screen into a hopper and thence onto another swivel-mounted conveyor which returns it to the track. The excavating and cleaning unit is propelled forward by a winch on a leading car, the winch cable being anchored to the track some distance ahead.

All the mechanisms of the machine are driven by individual electric motors, the current for which is supplied by a 150-hp. diesel-electric generator set carried on a separate trailer car towed behind the cleaning unit. The wires connecting the generator with the motors run through the tow link. When traveling to and from the job site, the machine is propelled by traction motors at

speeds up to 18 m.p.h. All the operations of the machine are controlled through switches by a man seated on the winch car. The base of the triangular frame can be adjusted to permit excavating ballast to depths ranging from about 3 in. to 12 in. below the bottoms of the ties. It can also be inclined laterally up to 10 deg. each way if a sloped subgrade is desired.

The work near South Bend was all carried out on "dead" track, train movements being diverted around the operation during the working hours. The track in this territory consists of 100-lb. rail on treated oak ties and is ballasted with limestone rock originally applied in 1928. In the track-renovation work a total force of about 87 men, under the supervision of a general foreman, was employed. This organization included about 40 men, a foreman and an assistant foreman in an advance gang which renewed the ties; 10 laborers and two operators directly at the ballast-cleaning machine; and about 30 men, a foreman and an assistant foreman in a tamping and surfacing gang behind the machine.

Ahead of the cleaning operation the tie-removal gang jacked up the track 5 in. with track jacks, made necessary tie renewals, removed rail anchors, and tamped every fifth tie to hold the raise and carry the weight of the machine. As the machine moved forward extracting the ballast, wood blocks were placed under the ends of every fifth tie to maintain the level of the track, and these were removed progressively behind the machine as the cleaned ballast was returned to the track. The conveyor discharging the cleaned stone was moved back and forth across the track to distribute the ballast evenly in the cribs, on the shoulders and in the intertrack space. After distribution of the cleaned stone, the track behind the machine settled to a level about 1 in. below the original grade.

Directly behind the machine the surfacing gang, equipped with a Nordberg power jack, raised the track back to its original grade and fork tamped enough ties to hold it there until the Multiple Tamper moved up. This machine, with one operator and four men shoveling in additional ballast, then tamped all the ties solidly.

At the beginning of a day's work the ballast-cleaning machine, until it had moved forward a distance equivalent to its own length, i.e., until skeletonized track appeared behind it, discharged the cleaned ballast into a pile, which was then shoveled into a string of five push cars fitted with side boards. These loaded cars were then towed behind the machine until it had completed the day's work, at which time the digging chain was divided at the drive sprocket, and the right and left sides of the triangular frame were uncoupled from each other and laid down, along with the parted chain, beside the track, the base of the frame remaining under the track. After the machine had moved away, the cleaned stone carried on the push car was unloaded in the stretch of open track lying between the last point of discharge of the conveyor and the location of the digging chain.

To avoid overtime work the cleaning machine was

usually stopped after it had worked about 6 hours. In the remaining 2 hours the tie-renewal gang dropped back behind the tamping machine to reapply the rail anchors and line the track while the surfacing gang tamped the track up to the digging chain. Thus the track each night was put in shape for service at reduced speed for all trains.

The winch cable used on this machine was 335 ft. long, and in a full 8-hour day the machine was normally able to work the full length of the cable seven times, or 2,345 ft. The average production for the entire job amounted to about 2,000 ft. a day.

This track-renovation job was carried out under the general direction of A. N. Laird, chief engineer of the Grand Trunk Western, and R. A. Gravelle, engineer maintenance of way. In direct charge in the field were G. C. McDonald, track supervisor, and G. Stombaugh, assistant track supervisor.

Diesels Continue To Replace Steam in Morocco, Algeria and Tunisia

By B. K. MARTIN

Four new diesel-electric road-switchers recently delivered to Algeria and two to Morocco make a total of nearly one hundred units sent to Morocco, Algeria and Tunisia from the United States since 1946. The new units will permit almost complete diesel operation of 1,500 miles of main line in these countries.

The locomotives are of the standard 1,600-hp. type and incorporate several new features for reducing maintenance, at the same time retaining much of the type of the equipment used on the older units.

The maximum speed of the Algerian units is 75 m.p.h., which is regularly attained by passenger trains on the long tangents between Algiers and Oran. Their speed



One of the units, delivered in 1946, which is still making its maximum mileage each month

will also be higher than that of earlier types on the long two per cent grades between Algiers and Constantine where the maximum elevation is 3,000 ft. near Bou Arreridj in Eastern Algeria.

Diesel operation on the Moroccan system begins at Fez, the eastern terminus of electric operation. From Fez to the Algerian frontier at Oujda, the diesels haul trains over the treeless mountains and valleys, through many long tunnels, and over spans which bridge normally dry watercourses. A 300-mile line extends from Oujda south to the Sahara desert where there are large deposits of coal and minerals. The diesels for that line are equipped with special rotary air cleaners.

Branch line service in Algeria and Tunisia, some of which is narrow gage, is operated with rail cars of French manufacture.

As a silent reminder of the years before diesel operation, many old steam locomotives are still stored at every main-line terminal; some of them are of the ponderous Garrett type.

The new units were built by the Baldwin-Lima-Hamilton Corporation.



Punched card equipment was installed in the office of the general freight claim agent. Here a Remington Rand tabulating machine abstracts loss and damage distribution



Scientifically designed, comfortable seating (known to contribute to efficiency) has been provided in many offices, including the central traffic bureau

How the B. & O.'s Office Methods Department Works Out Changes

Cooperation the key to savings, better service to railroad's patrons and better working conditions for clerical employees

Written specially for *Railway Age*
By C. A. STRICKLAND

Manager, Office Methods and Procedures
Baltimore & Ohio

On the Baltimore & Ohio most of the work of the methods and procedures department has been done in making surveys of whole office (departmental or subdepartmental) operations, although some special assignments requiring solutions to specific questions have been undertaken.* Naturally, then, from the earliest stages of an overall office survey, large numbers of people are involved, at various times, in some way. In addition to methods department personnel, the office head, his assistants and supervisors, top management, head clerks, clerks, persons in other departments, employees of other railroads, as well as personnel of companies which supply office equipment and supplies, all get into the picture. The answer to any methods problem lies with many people, and the degree of rightness of the solution evolved is dependent on how well each person taking part in the survey handles his individual part. This, above all, the methods and procedures supervisor finds it imperative to remember.

* A report of the department's activities appeared in *Railway Age*, July 29, 1950, page 21.

In undertaking an overall office survey on the B. & O., the study usually is conducted along the following lines:

One or more joint conferences are held between the methods group and the office head—and his chief assistant—of the department being surveyed. At these conferences the purposes and objectives of the survey are discussed and the approach which the methods supervisor will follow in conducting the study is explained. Arrangements also are made for furnishing the methods department with details regarding procedures, rules and regulations, reports, office payrolls and other pertinent data.

Meetings are scheduled also with subdepartmental supervisors, union officers and key employees. At these meetings many of the points covered at the previous



Fluorescent lighting was provided when methods and procedures were revised in the office of the superintendent of car service

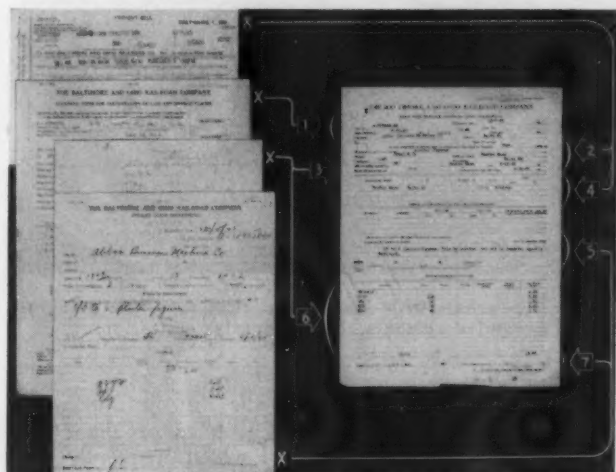
conferences are repeated. Further questions about all phases of the survey are encouraged so that the individual supervisor or clerk will: (1) understand his part in the study; (2) have dismissed his fears, if any, of adverse effects on his employment or pay status; and (3) realize that methods changes may occur on his job.

Following these meetings, procedures, rules and regulations previously requested are collected, classified and indexed. An office floor plan is drawn showing the location of each bureau or unit, and an organization chart is prepared which shows the number of employees by positions, sections and line of reporting. Frequently, functional charts summarizing the main duties of each section are prepared.

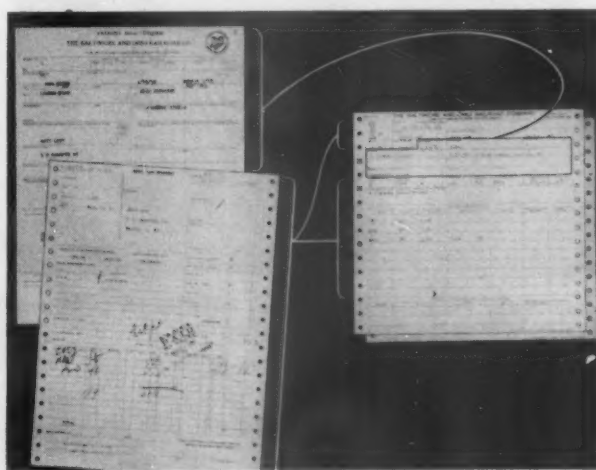
Employees are requested to write detailed descriptions of each of their duties and to estimate the time

spent on those jobs during the study week. (A sample forms one of the illustrations.) These reports, naturally, are reviewed and approved by departmental supervisors before being referred to the methods group for study.

All forms are collected and catalogued, and reports received and issued by the office are indexed and analyzed. Control records are installed to keep running reports of the office production while the study is in progress. Flow charts are developed to show the flow of work through the office. Process charts are drawn describing each step of an operation in sequence. Also, office equipment and machines are listed, along with date of purchase and their present condition. Any other data relative to the department's work also are collected during the course of the survey. This procedure helps: (1) to organize the facts; (2) to make the analysis



(Before) Loss and damage distribution statements (on individual claims of patrons) formerly were padded, carbon paper was inserted between sheets by hand, and typing was done on manual machines



(After) These statements now are typed on continuous forms with carbon interleaved and by electric typewriters which have automatic line finding attachments. Paper turnings are reduced from seven to two



In the general freight claims department Transdex and Roldex equipment was installed to make filing easier and faster



Punch card equipment such as this I.B.M. 602 electronic calculating punch handles car records and accounting



An automatic Photostat machine was installed for quick and completely accurate copying



Electric typewriters with dual feed devices facilitate preparation of several documents simultaneously

easier; and (3) therefore to help the methods department make sure nothing has been "skipped."

Informal discussions are arranged with individual employees and supervisors to learn of any unusual situations which must be considered, and all employee suggestions for improvements are discussed and noted

for possible application. In these talks problems are restated and ideas are developed which frequently can be worked into the overall plan. The primary object of these discussions is to focus the maximum amount of job experience and mental energy on the difficulties and thus obtain their solution.

The conference phase of the methods department's work calls for the highest skill in teamwork and is usually the most difficult part of the entire process. Not only must the methods supervisor be thoroughly familiar with the office details, but he: (1) must remain objective; (2) have a clear concept of standards to be attained; (3) be able to define problems correctly in meeting the standards; and (4), above all, be an expert in human relations. This latter is especially important in evolving a practical plan in which the employees actively participate. The plan then will be that of the departmental employees too, who will help put it into effect and make it work, and should, therefore, receive a full share of the credit for its success.

As the new plan is developed, revised procedures are written and the proposal is evaluated as to anticipated results (costs and savings). This proposal is submitted to the departmental head for review and approval, along with requisitions for any required machines, equipment and forms. After approval by him, comes the actual installation of the new equipment and forms, etc., and the training of employees in the new methods.

Frequently, to assist in the instruction program, manuals outlining the various steps in the new work process are prepared and practice sessions are held. However, the greater part of the training generally is given on the job. Usually, it should be noted, production will *decrease* while employees are developing their skills, and some overtime may be required to keep work current. Generally this period is of short duration. Irregularities occasionally occur which have to be cleared up before the methods supervisor makes a final report of results.

Several offices on the Baltimore & Ohio, especially in the accounting department, have developed—and are carrying through—broad programs of their own which have resulted in much improvement and considerable monetary savings. Other departments, such as purchasing, traffic, operating, law and treasury, have undertaken specific projects, and have asked the office methods and procedures department to help with certain parts of the

POSITION DESCRIPTION

BASIC FUNCTIONS OF POSITION:

PASSENGER TRAIN & CAR MILEAGE—CONTRACT—MISCELLANEOUS

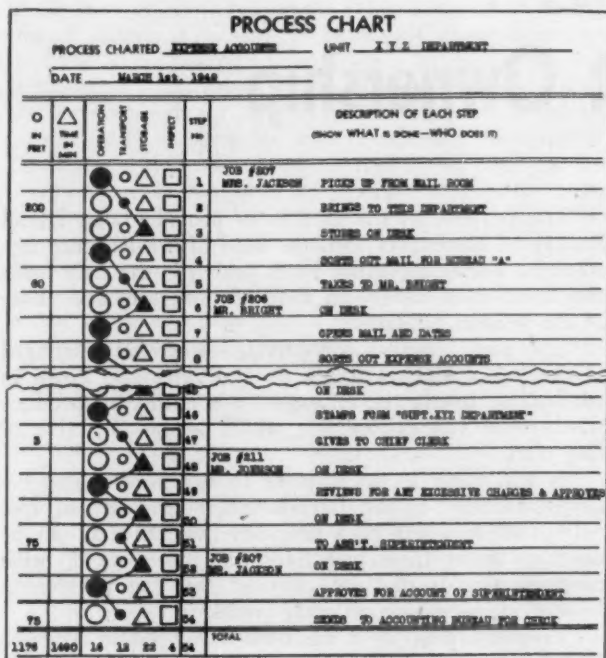
SCOPE OF DUTIES AND ACTIVITIES	Time Required Hrs. Min.
Tallying passenger wheel reports by class of car and move	2:50
Compiling figures for Niles-Ravenna statement and adding	14:00
Compiling figures for Adamsburg-Gratztown statement and adding	2:00
Checking Reading Company's statement of cars against Train 29 from Jersey City	:30
Add passenger car mileage "take off" sheets	2:00
Add special 2551A passenger car mileage statement and complete	6:30
Enter total engine and passenger car mileage in yearly books by months	2:00
Adding sheets on car report	1:00
Computing mileage on official cars	1:30
Computing mileage on parlor cars	1:30
Verify Pullman bills	1:00
Verify Adamsburg-Gratztown bills	1:00
Extend mileage in tally books—passenger cars	2:00
Add passenger engine mileage	:30
Rest period	1:40
Total	40:00

job. However, the largest gains in efficiency appear to have been made in those offices where joint overall surveys were conducted by departmental supervisors and office methods personnel. This, it seems, is because:

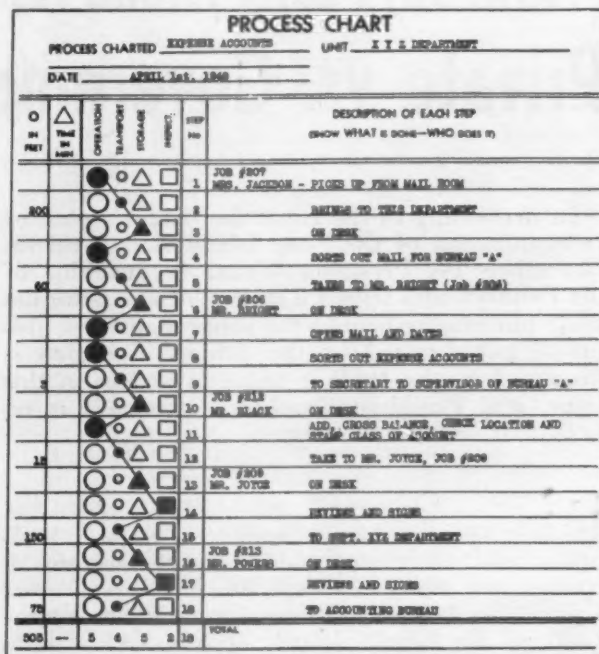
1. Office supervisors have knowledge of the details; responsibility for, and authority over, the office activities; and relationships with other employees which have been developed after many years of association; and

2. Methods supervisors are not as close to the work and usually can be, therefore, more objective. In addition, they are able to concentrate on methods, without interruption by daily office problems and pressures. Also, the methods supervisor has been trained in the use of methods' tools and has easy access to sources of specialized help.

This combination, plus the support and direction of top management; the cooperation, confidence and mutual respect existing between the methods staff and union officers, supervisors and other employees; and hard work have produced the results achieved by this program. These results are: (1) better services to patrons; (2) better working conditions for employees; and (3) payroll savings of about \$600,000 annually.



Process chart of an operation before methods changes



Same operation after changes were effected



"We will advocate that the Long Island Rail Road be re-organized . . . with the opportunity to reinvest earnings in

the property to improve service and ultimately achieve again the financial soundness necessary to attract new capital"

P. R. R. Says Long Island Issue Is . . .

Private vs. Government Ownership

In presenting to the court the debtor's plan of reorganization of the Long Island Rail Road on November 19, President Walter S. Franklin of the Pennsylvania issued a statement revealing the basic philosophy behind the somewhat novel proposals put forward by the debtor. The plan is discussed in the leading editorial article in this issue, and President Franklin's statement is reproduced here in its entirety:

The Long Island Rail Road Company as debtor in bankruptcy, and the Pennsylvania Railroad Company as creditor and stockholder, and the American Contract & Trust Co. as creditor, today filed with the Federal Court for the Eastern District of New York and the Interstate Commerce Commission, a plan for the reorganization of the Long Island Rail Road Company.

"The purpose of the plan is to provide Long Island Rail Road passengers with the kind of service that they want on a self-supporting basis, which is the only basis consistent with their own long-run interests and those of the general public.

"The plan provides for private ownership, managed in the public interest under general rules laid down in advance to insure the management's ability to produce the type of railroad service which is the objective of this plan.

"It will come as no surprise to any person who believes sincerely in the fundamental superiority of free enterprise, that our plan proposes that the railroad be operated under these principles. One thing we do wish to emphasize is that we consider this the paramount issue over and above all other issues.

"Free enterprise as it has been developed in America is the only form of business which has proved capable of providing progressively improved value to its cus-

tomers. To be unmistakably clear, by the term free enterprise we mean private ownership with adequate incentives for the continued investment of capital and adequate incentives for the reward of all individuals concerned with the enterprise to cause them to strive continuously to improve the value of goods or services delivered to its customers.

"For the past twenty years the Long Island Rail Road, although in private ownership, has been so shackled by the public regulatory and taxing authorities that it has been rendered incapable of paying its own way, as a private enterprise must do. These shackles must now be stricken off if the sorry story of the New York city subways is not to be repeated.

"No plan such as public ownership which provides that all taxpayers of Greater New York help pay for the transportation used by passengers on the Long Island is sound. No plan which provides that the passengers on the Long Island pay high fares in order to pay excessive taxes for the benefit of individual communities is sound. No plan which provides that some Long Island passengers subsidize the cost of parts of the railroad which have no hope of paying their own way is sound.

"Today passengers on some portions of the Long Island are paying far less than the cost of providing the services they use. The majority of passengers are paying fares that, while just about sufficient to maintain the present level of the service they receive, do not provide earnings to buy new equipment to replace that being worn out, nor to improve the quality of the service as desired by the passengers. If the company were on a self-supporting basis, such needed improvements could be financed by new capital; but under conditions of stranglehold regulation capital is not attracted.

Ever Mounting Tax Burden

"The kind of regulation which has kept the Long Island from charging adequate fares has gone hand in hand with the imposition on the railroad of increasingly excessive taxes by the New York state and local authorities. This ever mounting tax burden has been one of the reasons why the Long Island has been unable to break even on the basis of the fares it was permitted to charge. There is no magic by which government can continue to collect high taxes from a public service and at the same time insist on low rates and fares which do not leave enough for the payment of taxes after defraying the costs of operation and replacement of facilities. The history of the Long Island Rail Road over the last twenty years is the story of a futile attempt to make such magic work. It has not done so and it will not do so in the future. No one has deeper interest in putting the Long Island on a self-supporting basis than the communities in which it is a taxpayer. Only if it is permitted to earn money can it provide a source of tax revenue to them, but if they tax it in excess of its capacity to pay, they will dry up the source of future revenues.

"The issue is broader than the problems of the Long Island Rail Road. In less immediate and less drastic form it is being presented today to all railroads, particularly those serving the heavily populated northeastern portions of the country. By refusing to grant any increases whatever in Long Island Rail Road commutation fares during the years 1918 to 1947, when costs more than doubled, the New York Public Service Commission dramatized the dangers and the inevitable results of regulation which disregards the principles of successful enterprise.

"What type of ownership and management is best for

a public service enterprise like the Long Island must now be decided. Already the decision has been postponed too long. The people of the Greater New York community should examine the consequences which will ensue if, by a policy of drift, the situation is allowed to deteriorate further toward the eventuality of government ownership. Nobody concerned wants government ownership, according to their statements, but there has been no

serious effort hitherto on the part of the public authorities to prevent it. Accordingly, we now present a plan designed to meet the basic issue and propose a solution.

"We are proposing and will advocate that the Long Island Rail Road be reorganized as a free enterprise with exemption from obstructionist regulation by the New York Public Service Commission in establishing adequate rates and fares; with limited rights to curtail service or otherwise reduce expenses on unprofitable portions of the railroad as an alternative to increasing fares on those sections; with complete relief from some taxes, and limited relief from other taxes when the railroad does not earn enough to pay such taxes; with the opportunity to reinvest earnings in the property to improve service and ultimately achieve again the financial soundness that is necessary to attract new capital; to be operated in the public interest under a ceiling on earnings approved by the Interstate Commerce Commission.

Unusual Plan for Unusual Conditions

"The plan is unusual only because the conditions on the Long Island are unusual.

"In the ordinary reorganization proceeding, the main problem is to scale down the fixed interest obligations of the debtor and adjust the claims of holders of different classes of securities. This is not the key to the problem of the Long Island. Its financial difficulties have been due to different reasons, primarily the refusal of the New York commission to grant compensatory fares, excessive state and local taxes, and the refusal to allow curtailed service for unprofitable operations. These causes have produced an operating deficit independent of the funded debt.

"Normally a reorganization plan presented to the commission states the earnings record of past years and bases a proposed new capitalization on that record. We had hoped when the Long Island originally went into bankruptcy that the trustees would promptly take steps which would look toward the creation of such a record by pressing forward for increased fares, tax reductions, and needed abandonments. Because of the diversion of attention to other matters growing out of the two terrible wrecks, and other unusual factors that affected its earnings, this has not proved to be the case.

"In the months ahead there will be an opportunity for the trustee to take the further steps which should be taken to reduce the Long Island's expenses and increase its revenues, and thereby improve its earnings



Walter S. Franklin



Chesapeake & Ohio tray meals (above), use frozen food packaged by Frigidinner, Inc., of Philadelphia. Prices of complete meals are about 40 per cent less than standard diner prices for similar items (*Railway Age*, December 3, page 16)

results. Certainly the results of recent years, and particularly 1951, cannot be taken as any proper indication of the Long Island's future earning power. The recently published statement of the earnings results for the first nine months of 1951 presents an unfair and inaccurate basis for determining what its earning power would be if those things are done which now need to be done by the management of the road.

Based on True Possibilities

"Under these circumstances we cannot base our plan on the actual earnings record of recent years, and therefore must base it on the true possibilities of the property, as shown by what its results would have been or would be if the Long Island were permitted to do the things which, in the interest of fairness, it should be permitted to do; and if it is granted relief from the causes which have been responsible for its past deficits. From our studies we believe that if those things are done and if the Long Island is granted the relief proposed in the plan, it can be made an effective instrument of public service on a sound financial basis. Our plan is based on the assumption that such relief will be granted by the Interstate Commerce Commission, as the commission has the power to do, and we will show to the commission that on that basis the road will have earnings which will merit a substantial capitalization.

"The plan proposes that the Interstate Commerce Commission shall decide the fair capital value of the present Long Island property and shall decide a rate of earnings which the managers of the reorganized company should be allowed to maintain on the capital assets as they now exist and as they are increased through the purchase of new equipment and facilities. It proposes that the commission also set a ceiling on earnings to require that the managers reduce fares equitably, if earnings in two consecutive calendar years should exceed that ceiling.

"The plan proposes that outstanding debts of the

Long Island Rail Road having top priority shall be paid in full from the sale of first mortgage bonds of the reorganized company to the extent necessary, that equipment obligations will be assumed by the new company, and that junior bonds and stock shall be issued by that company to replace the outstanding bonds and stock.

"Through the years there was invested in the property of the Long Island Rail Road, mostly for expansions and improvements, a total of more than \$100,000,000 supplied by the 186,000 stockholders of the Pennsylvania Railroad. These were very real dollars. That money built the Long Island Rail Road, and the people who supplied it could not foresee the obstructionist regulatory practice which was subsequently followed by the New York State Public Service Commission. We are confident these people will receive justice from the Interstate Commerce Commission.

Indispensable Service

"It is universally agreed that the service performed by the Long Island Rail Road is indispensable. If the Long Island Rail Road, with its right-of-way, ties, tracks, electrical equipment, cars, engines, shops and other facilities, were not in existence, a great part of it would have to be reproduced, with the exception of certain lines and branches for which there is not sufficient public need to enable them to support themselves; and the cost of such reproduction at present prices would obviously be far greater than the amount which was expended to provide those facilities.

"The basic principle upon which our law of public utility regulation has been built is simply to put a ceiling on the profits of such utilities. So long as profits are not excessive, management should be free to charge a sufficient price for services to allow it to improve those services to a level that is satisfactory to the public.

Government Ownership the Alternative

"In recent years, and in many places, there has been a tendency to lose sight of this principle. Our reorganization plan brings it again to the front, and proposes that it be applied to the Long Island. The alternative is government ownership, either by immediate operation or, what is worse, by a slow process of attrition through successive compromises which seek to conceal the issues from a reluctant and unwilling public. Government ownership, however it may be disguised, means simply that in the end a further tax burden will be imposed on all the people, in addition to the enormous burden which they are already carrying, as is being so forcefully illustrated today by the New York city subways and the railroads of Great Britain.

"Much that has been said and written in the New York community about the Long Island has been untrue. Emotion, rather than reason, often has furnished the stepping stones to conclusions. Under these circumstances there will be some who will oppose this plan without studying it. We hope that most people will give it their earnest and understanding consideration.

"The Pennsylvania Railroad is not interested in the control of the Long Island Rail Road for the sake of control. Our interest is in the preservation of the principles which this plan represents and in the application of those principles to the Long Island. We are entirely willing that control of the Long Island should be transferred, by proper means, to other hands under a form of management and control which will insure the consistent and effective application of those principles to the Long Island Rail Road as a private enterprise."

\$2,529,692,000 for Railroad Purchases in First Nine Months

Domestic railroad purchases of all types of materials in the first nine months of 1951 aggregated \$2,529,692,000, an increase of \$379,094,000 over the \$2,150,598,000 of purchases in the comparable 1950 period. Commitments for purchase of rolling stock during this year's first nine months totaled \$818,621,000, compared with \$914,814,000 in the like period last year. Purchases of miscellaneous materials amounted to \$1,106,991,000, an increase of \$422,882,000, or slightly more than 61.8 per cent, over the \$684,109,000 spent for such materials in the first nine months of 1950.

September 1951 purchases totaled \$242,169,000 and included equipment commitments of \$76,888,000 for 107 diesel-electric locomotive units, 9,657 freight-train cars and 37 passenger-train cars.

1951 RAILWAY PURCHASES*

	September (000)	Nine Months Totals 1951 (000)	Nine Months Totals 1950 (000)
Equipment*	\$76,888	\$818,621	\$914,814
Rail	7,289	75,143	74,934
Crossties	9,783	72,452	40,573
Other Materials	102,502	1,106,991	684,109
Total from Manufacturers	\$196,462	\$2,073,207	\$1,714,430
Fuel	45,707	456,485	436,168
Grand Total	\$242,169	\$2,529,692	\$2,150,598

*Subject to revision

**Amount placed on order

SEPTEMBER* PURCHASES OF MANUFACTURED GOODS (Excl. Equip. & Fuel)

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$85,813	+ 39	Jan.	\$132,392	- 10	1945	\$743,823	+ 69
1946	95,861	+ 25	Feb.	123,177	- 3	1946	729,892	+ 72
1947	96,102	+ 24	Mar.	147,053	- 19	1947	912,022	+ 38
1948	115,892	+ 3	Apr.	150,629	- 21	1948	991,910	+ 26
1949	73,661	+ 62	May	151,622	- 21	1949	890,133	+ 41
1950	96,046	+ 24	June	144,423	- 17	1950	799,616	+ 57
1951	119,574		July	140,783	- 15	1951	1,254,586	
			Aug.	144,933	- 17			
			Sept.	119,574				

SEPTEMBER* PURCHASES OF RAIL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$7,691	- 5	Jan.	\$7,682	- 5	1945	\$56,316	+ 33
1946	7,220	+ 1	Feb.	7,246	+ 1	1946	43,720	+ 72
1947	7,121	+ 2	Mar.	8,072	- 10	1947	64,429	+ 17
1948	9,383	- 22	Apr.	8,135	- 10	1948	70,787	+ 6
1949	8,136	- 10	May	9,150	- 20	1949	86,715	- 13
1950	8,282	- 12	June	9,441	- 23	1950	74,934	-
1951	7,289		July	8,596	- 15	1951	75,143	
			Aug.	9,532	- 24			
			Sept.	7,289				

SEPTEMBER* PURCHASES OF CROSSTIES

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$7,081	+ 38	Jan.	\$6,495	+ 51	1945	\$54,322	+ 33
1946	7,608	+ 29	Feb.	5,371	+ 82	1946	66,068	+ 10
1947	7,313	+ 34	Mar.	7,158	+ 37	1947	73,705	- 2
1948	9,093	+ 8	Apr.	7,215	+ 36	1948	61,080	+ 19
1949	7,296	+ 34	May	8,624	+ 13	1949	68,021	+ 7
1950	4,190	+ 133	June	8,245	+ 19	1950	40,573	+ 79
1951	9,783		July	8,657	+ 13	1951	72,452	
			Aug.	10,904	- 10			
			Sept.	9,783				

*Subject to revision

SEPTEMBER* PURCHASES OF OTHER MATERIAL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$71,041	+ 44	Jan.	\$118,215	- 13	1945	\$633,185	+ 75
1946	81,033	+ 26	Feb.	110,560	- 7	1946	620,104	+ 79
1947	81,668	+ 26	Mar.	131,823	- 22	1947	773,888	+ 43
1948	97,416	+ 5	Apr.	135,279	- 26	1948	860,043	+ 29
1949	58,229	+ 76	May	133,848	- 23	1949	735,397	+ 50
1950	83,574	+ 23	June	126,737	- 19	1950	684,109	+ 62
1951	102,502		July	123,530	- 17	1951	1,106,991	
			Aug.	124,497	- 18			
			Sept.	102,502				

SEPTEMBER* PURCHASES OF FUEL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$44,325	+ 3	Jan.	\$62,240	- 27	1945	\$418,943	+ 9
1946	51,148	- 11	Feb.	51,592	- 11	1946	405,916	+ 12
1947	56,172	- 19	Mar.	57,053	- 20	1947	492,017	- 7
1948	69,743	- 34	Apr.	52,573	- 13	1948	626,317	- 37
1949	34,848	+ 31	May	48,538	- 6	1949	442,295	+ 3
1950	51,382	- 11	June	48,668	- 6	1950	436,168	+ 5
1951	45,707		July	42,825	+ 7	1951	456,485	
			Aug.	47,289	- 3			
			Sept.	45,707				

SEPTEMBER* TOTAL PURCHASES (Excl. Equip.)

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$130,138	+ 27	Jan.	\$194,632	- 15	1945	\$1,162,766	+ 47
1946	147,009	+ 12	Feb.	174,769	- 5	1946	1,135,808	+ 51
1947	152,274	+ 9	Mar.	204,106	- 19	1947	1,404,039	+ 21
1948	185,635	- 11	Apr.	203,202	- 19	1948	1,618,227	+ 6
1949	108,509	+ 52	May	200,160	- 17	1949	1,332,428	+ 28
1950	147,428	+ 12	June	193,091	- 14	1950	1,235,784	+ 38
1951	165,281		July	183,608	- 10	1951	1,711,071	
			Aug.	192,222	- 14			
			Sept.	165,281				

SEPTEMBER* INVENTORIES OF RAIL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$25,611	+ 61	Jan. 1	\$38,278	+ 8	Sept. 1, 1945	\$62,070	+ 43	Jan. 1	\$83,804	+ 6
1946	25,192	+ 64	Feb.	40,702	+ 1	1946	74,454	+ 19	Feb.	88,036	+ 1
1947	29,766	+ 39	Mar.	43,757	- 6	1947	83,771	+ 6	Mar.	91,400	+ 3
1948	32,212	+ 28	Apr.	41,880	- 1	1948	78,309	+ 13	Apr.	87,624	+ 1
1949	39,057	+ 6	May	42,416	- 1	1949	92,126	- 4	May	92,275	- 4
1950	37,452	+ 10	June	41,246	-	1950	83,869	+ 6	June	89,287	- 1
1951	41,226		July	37,821	+ 9	1951	88,840		July	90,524	- 2
			Aug.	39,827	+ 4				Aug.	85,973	+ 3
			Sept.	41,226					Sept.	88,840	

SEPTEMBER* INVENTORIES OF OTHER MATERIAL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$448,110	+ 57	Jan. 1	\$526,865	+ 33	Sept. 1, 1945	\$13,979	+ 22	Jan. 1	\$18,260	- 7
1946	464,973	+ 51	Feb.	549,054	+ 28	1946	11,546	+ 48	Feb.	20,238	- 16
1947	555,498	+ 27	Mar.	567,592	+ 24	1947	9,978	+ 71	Mar.	19,887	- 14
1948	611,861	+ 15	Apr.	603,574	+ 17	1948	15,927	+ 7	Apr.	18,775	- 9
1949	595,665	+ 18	May	624,097	+ 13	1949	16,241	+ 5	May	18,101	- 6
1950	515,005	+ 37	June	649,055	+ 8	1950	13,538	+ 26	June	18,390	- 7
1951	703,244		July	669,550	+ 5	1951	17,040		July	18,221	- 6
			Aug.	692,620	+ 2				Aug.	16,457	+ 4
			Sept.	703,244					Sept.	17,040	

SEPTEMBER* INVENTORIES OF FUEL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$55,333	+ 11	Jan. 1	\$58,612	+ 5	Sept. 1, 1945	\$605,103	+ 51	Jan. 1	\$725,819	+ 26
1946	51,944	+ 18	Feb.	59,407	+ 3	1946	628,109	+ 45	Feb.	757,437	+ 20
1947	63,026	- 3	Mar.	63,351	- 3	1947	742,039	+ 23	Mar.	785,987	+ 16
1948	91,850	- 33	Apr.	62,295	- 2	1948	830,159	+ 10	Apr.	814,152	+ 12
1949	71,341	- 14	May	63,267	- 3	1949	814,430	+ 12	May	840,156	+ 9
1950	51,429	+ 19	June	62,405	- 2	1950	701,293	+ 30	June	860,383	+ 6
1951	61,269		July	63,944	- 4	1951	911,619		July	880,060	+ 4
			Aug.	63,422	- 3				Aug.	898,299	+ 1
			Sept.	61,269					Sept.	911,619	

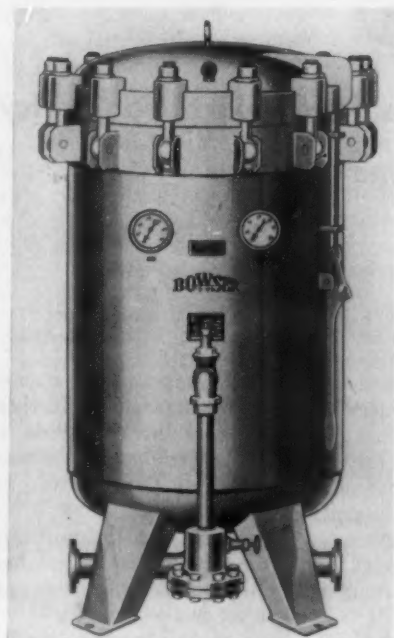
SEPTEMBER* TOTAL INVENTORIES†

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$605,103	+ 51	Jan. 1	\$725,819	+ 26	Sept. 1, 1945	\$605,103	+ 51	Jan. 1	\$725,819	+ 26
1946	628,109	+ 45	Feb.	757,437	+ 20	1946	628,109	+ 45	Feb.	757,437	+ 20
1947	742,039	+ 23	Mar.	785,987	+ 16	1947	742,039	+ 23	Mar.	785,987	+ 16
1948	830,159	+ 10	Apr.	814,152	+ 12	1948	830,159	+ 10	Apr.	814,152	+ 12
1949	814,430	+ 12	May	840,156	+ 9	1949	814,430	+ 12	May	840,156	+ 9
1950	701,293	+ 30	June	860,383	+ 6	1950	701,293	+ 30	June	860,383	+ 6
1951	911,619		July	880,060	+ 4	1951	911,619		July	880,060	+ 4
			Aug.	898,299	+ 1				Aug.	898,299	+ 1
			Sept.	911,619					Sept.	911,619	

*Subject to revision.

†All total inventory figures taken from I.C.C. statement M-125 for the month indicated.

New and Improved Products of the Manufacturers

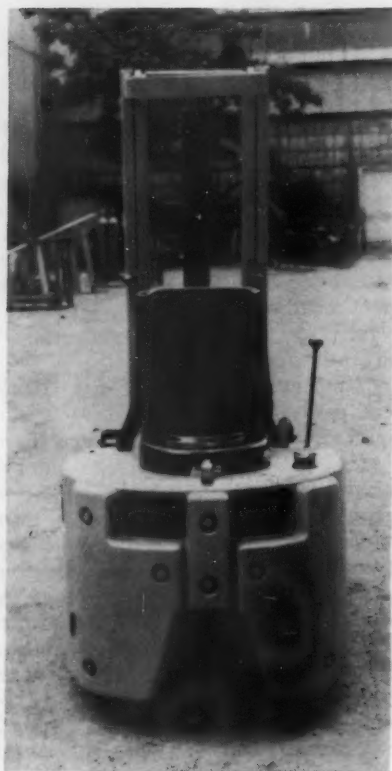


Diesel Fuel Dehydrator

Diesel engines are reported to operate with increased efficiency, reduced carbon formation and less corrosion of moving parts when using liquid fuels dehydrated by a new unit recently developed by Bowser, Inc., Fort Wayne, Ind. With this device, free or entrained water is removed from the diesel fuel by passing it through dehydrating elements consisting of a combination of wound cellulose cylinders, specially treated coalescing media, perforated metal and glass cloth.

These elements are contained in a covered shell of heavy-gage steel. The unit has no moving parts, and it is said that, with reasonable care, the dehydrating elements will function indefinitely. When the unit is used where the fuel oil contains unusually large volumes of water, a hydraulically balanced, automatic ejector is available as an accessory.

In field tests, according to the manufacturer, the dehydrator has proved highly efficient in removing moisture from liquid fuels, and it is said that small quantities or large "slugs" of water can be removed with equal ease. The unit is available in capacities of 350 g.p.m. or 600 g.p.m. The maximum working pressure is 125 p.s.i.



Improved Hyster Model 20 Lift Truck

Engineering changes in its Model 20 lift truck, which the manufacturer says will permit much more versatile use, and at the same time make it unnecessary to carry around excess coun-

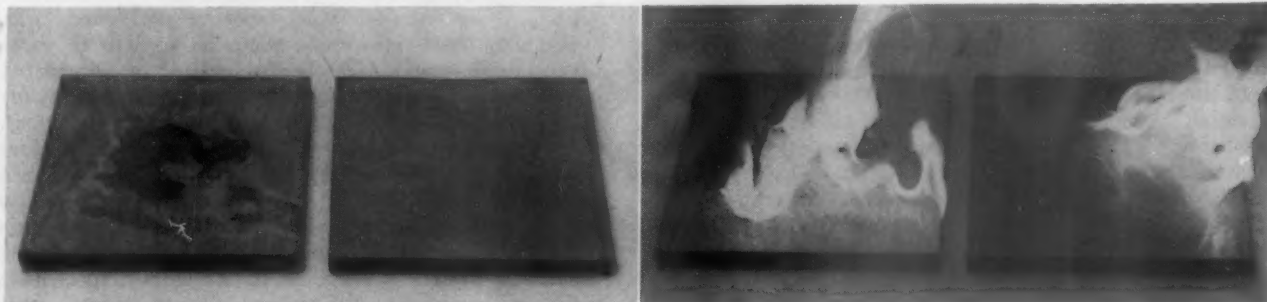
terweight not needed on many jobs, have just been announced by the Hyster Company, Portland 8, Oregon. New load pin arms and upright assemblies, with other modifications, will permit optional additional counterweights on the standard 2,000-lb. capacity model, thus increasing or decreasing load-center or load capacity when needed. The manufacturer points out that removal of counterweights not needed for light loads results in fuel and maintenance economy and saves wear and tear on floors.

For increasing the capacity or load center of the standard Model 20, a three-piece (363 lb. total) counterweight is added to the truck, thus extending the load center from the standard 15 in. to 24 in. A skeleton counterweight will reduce the capacity of the lightweight Model 20 to various weights at different load centers.

Fast-Drying Surface Coatings

Fast drying thermosetting solutions, the Fenolic 101 series, formulated to cure without heat by the addition of a catalyst, are now on the market, states the manufacturer, Thermo-Plasti-Set, Inc., New York. Made clear and in colors, Fenolic 101 becomes a part of the surface, according to its makers, rendering it highly resistant to fire, solvents, chemicals, fresh and salt water, humidity and abrasion. Fenolic 101 can be applied to any unpainted porous material such as wood, molded pulp, fiber board, paper, masonite, gypsum plaster, concrete, brick, etc. It is not recommended for non-porous or previously painted surfaces. The manufacturer states that Fenolic 101 dries to handle in 30-40 min. at 75-80 deg. F. Succeeding coats can be applied at two to three hour intervals, sanded at the end of a three to four hour drying period and final coats can be polished and rubbed, if desired, four to eight hours later.

Application may be made by brush, spray, dip or roller coating.



Before and after views of panels covered with three coats of lacquer (left) and three coats of Fenolic 101 (right), then subjected to the heat of burning acetone

SEPTEMBER* PURCHASES OF OTHER MATERIAL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$71,041	+ 44	Jan.	\$118,215	- 13	1945	\$633,185	+ 75
1946	81,033	+ 26	Feb.	110,560	- 7	1946	620,104	+ 79
1947	81,668	+ 26	Mar.	131,823	- 22	1947	773,888	+ 43
1948	97,416	+ 5	Apr.	135,279	- 26	1948	860,043	+ 29
1949	58,229	+ 76	May	133,848	- 23	1949	735,397	+ 50
1950	83,574	+ 23	June	126,737	- 19	1950	684,109	+ 62
1951	102,502		July	123,530	- 17	1951	1,106,991	
			Aug.	124,497	- 18			
			Sept.	102,502				

SEPTEMBER* PURCHASES OF FUEL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$44,325	+ 3	Jan.	\$62,240	- 27	1945	\$418,943	+ 9
1946	51,148	- 11	Feb.	51,592	- 11	1946	405,916	+ 12
1947	56,172	- 19	Mar.	57,053	- 20	1947	492,017	- 7
1948	69,743	- 34	Apr.	52,573	- 13	1948	626,317	- 37
1949	34,848	+ 31	May	48,538	- 6	1949	442,295	+ 3
1950	51,382	- 11	June	48,668	- 6	1950	436,168	+ 5
1951	45,707		July	42,825	+ 7	1951	456,485	
			Aug.	47,289	- 3			
			Sept.	45,707				

SEPTEMBER* TOTAL PURCHASES (Excl. Equip.)

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)			Nine Months Totals '51 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1945	\$130,138	+ 27	Jan.	\$194,632	- 15	1945	\$1,162,766	+ 47
1946	147,009	+ 12	Feb.	174,769	- 5	1946	1,135,808	+ 51
1947	152,274	+ 9	Mar.	204,106	- 19	1947	1,404,039	+ 21
1948	185,635	- 11	Apr.	203,202	- 19	1948	1,618,227	+ 6
1949	108,509	+ 52	May	200,160	- 17	1949	1,332,428	+ 28
1950	147,428	+ 12	June	193,091	- 14	1950	1,235,784	+ 38
1951	165,281		July	183,608	- 10	1951	1,711,071	
			Aug.	192,222	- 14			
			Sept.	165,281				

SEPTEMBER* INVENTORIES OF RAIL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$25,611	+ 61	Jan. 1	\$38,278	+ 8
1946	25,192	+ 64	Feb.	40,702	+ 1
1947	29,766	+ 39	Mar.	43,757	- 6
1948	32,212	+ 28	Apr.	41,880	- 1
1949	39,057	+ 6	May	42,416	- 1
1950	37,452	+ 10	June	41,246	-
1951	41,226		July	37,821	+ 9
			Aug.	39,827	+ 4
			Sept.	41,226	

SEPTEMBER* INVENTORIES OF CROSSTIES

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$62,070	+ 43	Jan. 1	\$83,804	+ 6
1946	74,454	+ 19	Feb.	88,036	+ 1
1947	83,771	+ 6	Mar.	91,400	- 3
1948	78,309	+ 13	Apr.	87,624	+ 1
1949	92,126	- 4	May	92,275	- 4
1950	83,869	+ 6	June	89,287	- 1
1951	88,840		July	90,524	- 2
			Aug.	85,973	+ 3
			Sept.	88,840	

SEPTEMBER* INVENTORIES OF OTHER MATERIAL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$448,110	+ 57	Jan. 1	\$526,865	+ 33
1946	464,973	+ 51	Feb.	549,054	+ 28
1947	555,498	+ 27	Mar.	567,592	+ 24
1948	611,861	+ 15	Apr.	603,574	+ 17
1949	595,665	+ 18	May	624,097	+ 13
1950	515,005	+ 37	June	649,055	+ 8
1951	703,244		July	669,550	+ 5
			Aug.	692,620	+ 2
			Sept.	703,244	

SEPTEMBER* INVENTORIES OF SCRAP

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$13,979	+ 22	Jan. 1	\$18,260	- 7
1946	11,546	+ 48	Feb.	20,238	- 16
1947	9,978	+ 71	Mar.	19,887	- 14
1948	15,927	+ 7	Apr.	18,775	- 9
1949	16,241	+ 5	May	18,101	- 6
1950	13,538	+ 26	June	18,390	- 7
1951	17,040		July	18,221	- 6
			Aug.	16,457	+ 4
			Sept.	17,040	

SEPTEMBER* INVENTORIES OF FUEL

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$55,333	+ 11	Jan. 1	\$58,612	+ 5
1946	51,944	+ 18	Feb.	59,407	+ 3
1947	63,026	- 3	Mar.	63,351	- 3
1948	91,850	- 33	Apr.	62,295	- 2
1949	71,341	- 14	May	63,267	- 3
1950	51,429	+ 19	June	62,405	- 2
1951	61,269		July	63,944	- 4
			Aug.	63,422	- 3
			Sept.	61,269	

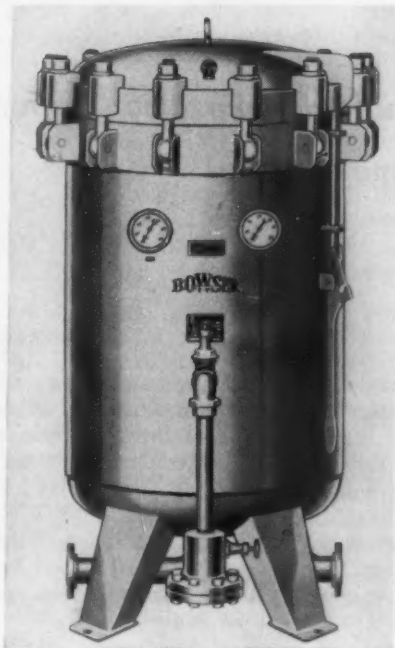
SEPTEMBER* TOTAL INVENTORIES†

Sept. '51 Compared to Other Septs. (000)			Sept. '51 Compared to Other Months '51 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Sept. 1, 1945	\$605,103	+ 51	Jan. 1	\$725,819	+ 26
1946	628,109	+ 45	Feb.	757,437	+ 20
1947	742,039	+ 23	Mar.	785,987	+ 16
1948	830,159	+ 10	Apr.	814,152	+ 12
1949	814,430	+ 12	May	840,156	+ 9
1950	701,293	+ 30	June	860,383	+ 6
1951	911,619		July	880,060	+ 4
			Aug.	898,299	+ 1
			Sept.	911,619	

*Subject to revision.

†All total inventory figures taken from I.C.C. statement M-125 for the month indicated.

New and Improved Products of the Manufacturers

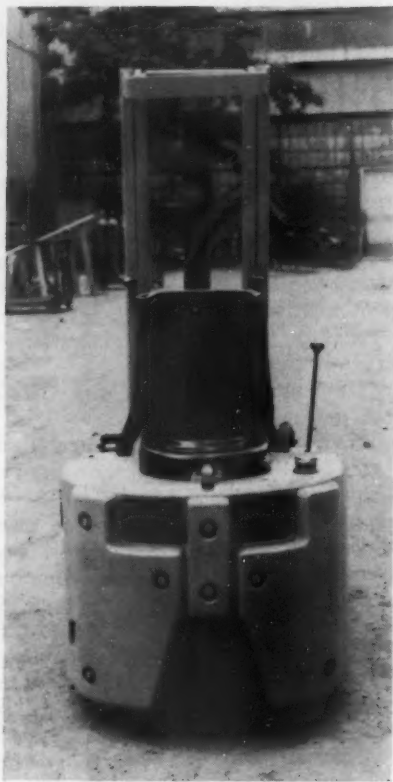


Diesel Fuel Dehydrator

Diesel engines are reported to operate with increased efficiency, reduced carbon formation and less corrosion of moving parts when using liquid fuels dehydrated by a new unit recently developed by Bowser, Inc., Fort Wayne, Ind. With this device, free or entrained water is removed from the diesel fuel by passing it through dehydrating elements consisting of a combination of wound cellulose cylinders, specially treated coalescing media, perforated metal and glass cloth.

These elements are contained in a covered shell of heavy-gage steel. The unit has no moving parts, and it is said that, with reasonable care, the dehydrating elements will function indefinitely. When the unit is used where the fuel oil contains unusually large volumes of water, a hydraulically balanced, automatic ejector is available as an accessory.

In field tests, according to the manufacturer, the dehydrator has proved highly efficient in removing moisture from liquid fuels, and it is said that small quantities or large "slugs" of water can be removed with equal ease. The unit is available in capacities of 350 g.p.m. or 600 g.p.m. The maximum working pressure is 125 p.s.i.



Improved Hyster Model 20 Lift Truck

Engineering changes in its Model 20 lift truck, which the manufacturer says will permit much more versatile use, and at the same time make it unnecessary to carry around excess coun-

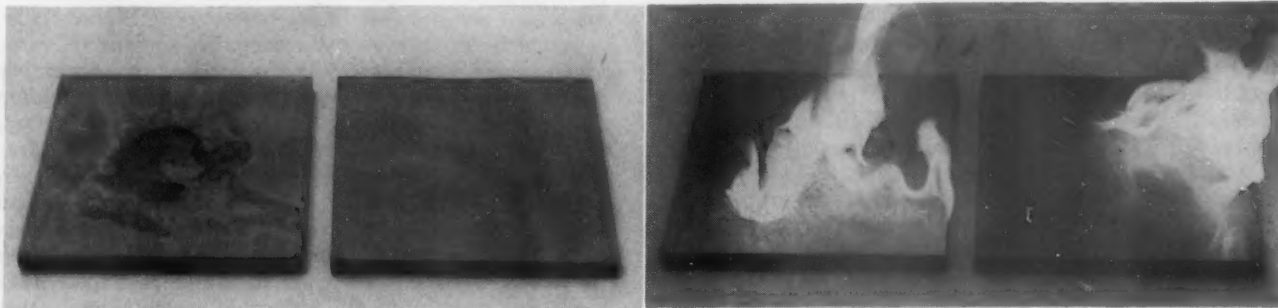
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Application may be made by brush, spray, dip or roller coating.



Before and after views of panels covered with three coats of lacquer (left) and three coats of Fenolic 101 (right), then subjected to the heat of burning acetone

Investment Bankers Say RAILROADS NEED . . .

- **Complete overhaul of national transportation policy**
- **Militant action by management**
- **Intelligent public support**

This article is a condensation of the report of the Railroad Securities Committee of the Investment Bankers Association of America, presented at the association's fortieth annual convention at Hollywood, Fla. The views expressed are those of the committee.

During 1951 the railroads will have spent nearly \$1,500 million for new equipment and new facilities. As a part of the program of financing these expenditures approximately \$275 million par value of equipment trust certificates will have been issued up to the date of this report. In addition, conditional sales agreements have been negotiated in a substantial amount. . . .

Long term debt of \$33,347,000 was issued for refunding purposes but no new money for capital improvements was raised in this manner. One railroad company raised about \$5,000,000 by offering additional common shares to its stockholders. Except for this no new equity financing was undertaken. It is evident that the industry has financed a relatively small part of its capital expenditures program, relying instead on earnings and depreciation for the greater part of the necessary funds. The traditional types of equipment financing are practically the only devices by which railroads in need of funds can secure them at a reasonable cost.

Apathy toward railroad securities stems from two main causes:

(1) A conviction that the industry is beset by so many fundamental problems that it is not a good long term risk.

(2) The failure of investors to recognize that in spite of the performance and problems of the industry as a whole, many individual companies are capable of above-average performance and are not subject to the full impact of the industry's problems.

At this time it would appear that railroad freight traffic for 1951 will be approximately 5 per cent higher than for 1950. In spite of this favorable traffic showing, estimated 1951 net income of \$625,000,000 will be substantially less than the \$783,000,000 of net income reported for 1950. Even if allowance is made for the fact that total revenue for 1950 included about \$149,000,000 of back mail pay, only a part of which can properly be attributed to 1950 operations, it is evident that the level of railroad earnings has failed to keep pace with increased volume. . . .

The most important reason for the decline in railroad income is the increase in operating expenses attributable to wages. Wage rates for many classes of railroad em-

ployees were increased early in the year and the operation of escalator clauses in wage contracts caused further subsequent increases. . . . On the more favorable side, a further increase in railway mail pay compensation was granted during November and made retroactive to January 1. It is estimated that this will add about \$75,000,000 to gross revenues, an amount not insignificant by itself, but small by comparison with revenues lost because of delay in securing a higher general level of freight rates.

Vicious Circle

Because the industry's credit is at low ebb and because equity capital is not readily available, a large part of net income must be devoted to paying for capital expenditures. The prices of goods and services which the railroads must buy have increased tremendously in the last decade. Box cars have nearly doubled in price. Average hourly wage rates have more than doubled. When measured in terms of purchasing power, railroad net income compares unfavorably with the net income of earlier years and does not provide adequately for the financial needs of the carriers.

Because the extent of railroad modernization programs is largely geared to available earnings rather than to the need for improvements, a vicious circle is created. Adequate earnings are one of the essential requirements for re-establishing railroad credit and to interest equity capital.

Earnings depend in part on maintenance of high standards of operating efficiency. The maintenance of a high level of operating efficiency depends upon continuing expenditures for modernization, which in the absence of credit must come from earnings.

In Terms of Purchasing Power

Stated in another way, *the adequacy of railroad earnings should be measured by the amount of purchasing power produced and not by the arbitrary and inflexible standard of rate of return on property investment.* Further, present regulatory philosophy apparently gives much weight to the volume of traffic in prospect when considering what level of rates should be permitted to produce a reasonable amount of income. Under this policy, rates do not keep up with the cost of producing the transportation service, and volume is expected to make up the deficiency. This would seem to imply that in periods of declining traffic volume, rates should be raised to produce the required amount of income. No

other competitive enterprise could long survive under such unbusinesslike philosophy.

Those who are prejudiced against railroad securities will point out that inadequate earnings are only one of the reasons for their attitude. They point to the increasing diversion of traffic to other forms of transportation and the failure of the railroad traffic index to keep pace with other indices of industrial production. While conclusions drawn from such appraisals may not be entirely accurate, they are indicative of some of the fundamental problems which beset the railroad industry. These problems are caused primarily by the continuing effects of an unsound and obsolete national transportation policy. A progress report issued in October by the domestic land and water transportation subcommittee of the Senate Committee on Interstate and Foreign Commerce notes:

"Four factors mainly have been responsible for the impoverishment of the railroads. First, competitors of the railroads are subject to a less restrictive type of regulation or exempted entirely from regulation. Second, the railroads have been prejudiced by the subsidization of many of their competitors. Third, railroads frequently have found it impossible to compete because, in the matter of rate determination, the exercise of managerial judgment and initiative has been curtailed unreasonably. Finally, the necessity and convenience provision of the law has been administered loosely, and as a result excessive facilities have been brought into existence through the issuance of excess certificates. . . .

"We do not believe, however, that the financial difficulties of the railroads can be attributed to an unreasonably high level of rates, imprudent dividend policies, overcapitalization, lack of technological progress, poor management, or the absence of potential sources of equity capital."

Your committee concurs in these statements and recommends the report to all who are interested in an excellent study of the problems confronting our transportation agencies.

Our economy cannot function without the railroads. Yet under today's conditions there would be no incentive for private enterprise to undertake the construction of these facilities. A complete overhauling of our national transportation policy is essential to avoid a deterioration of the railroads to the point where the public interest will require that they be taken over by the government. The nationalization of this country's railroads is a prospect which all friends of free enterprise should view with concern and do their utmost to prevent. The fact that an increasing number of public and private groups are aware of this is a measure of assurance that constructive action will be forthcoming and a less pessimistic attitude toward the railroads justified.

Responsibility of Management

Railroad managements also have an opportunity and responsibility to win more friends to their cause. Militant and straightforward presentations such as one made recently by a senior executive of a large eastern railroad are more constructive than plaintive appeals. Frequently, in presenting and justifying revenue cases before the Interstate Commerce Commission, representatives of the carriers overdo their pleas of dire poverty and imminent bankruptcy. Such pleadings are appraised on their merit by the well-informed I.C.C., but to investors they are persuasive reasons for shunning railroad securities.

At the same time, but in contrast to the preceding comment, many railroad companies are reporting very large earnings per share on their common stocks. In many instances this is considered indicative of a high level of prosperity derived from a large return on prop-



"Maintenance of a high level of operating efficiency depends upon continuing expenditures for modernization, which in the absence of credit must come from earnings"

erty investment. This is a false impression. In most cases, large per share earnings are the result of a small stock capitalization against a large property investment earning only an average rate of return. The managers of such companies can correct such false impressions by increasing the number of shares outstanding either by stock dividends or stock split-ups.

In viewing the results of railroad operations, it is apparent that carriers in some regions are less prosperous than others elsewhere for reasons largely outside their control. The improving service which shippers and travelers demand and deserve depends in large measure on the financial capacity of carriers to improve their plants. This is a national and not a regional problem. A west coast industry directing a shipment to the eastern seaboard is concerned with the adequacy of service to the final destination. So, too, is the traveler by passenger train. If there is a weak link in the chain it redounds to the discredit of the entire industry. Managers of the more prosperous companies in one region should not view with detachment the problems of the less prosperous companies in another region. Rather it should be viewed as a problem to be solved by mutual effort. It may well be necessary to promote consolidations, coordination of duplicate services, overhauling of rate division practices and special compensation for the more costly elements of service, such as terminal expense.

One thing is certain, a breakdown of the national transportation system because of a weakness in the component parts is potent ammunition for those who seek to nationalize the country's railroads.

A concerted and intelligent effort by public and private groups and individuals will enable the railroads to continue functioning adequately as the backbone of our national transportation system. The benefits that will accrue overshadow any singular selfish consideration.

GENERAL NEWS

Car Surpluses and Shortages

Average daily freight car surpluses and shortages for the week ending December 1 were announced by the Association of American Railroads on December 6 as follows:

	Surplus	Shortage
Plain Box	764	1,383
Auto Box	469	30
Total Box	1,233	1,413
Gondola	117	1,356
Hopper	51	1,060
Covered Hopper	—	—
Stock	1,748	25
Flat	118	208
Refrigerator	2,721	23
Other	265	107
	6,253	4,192

Diesels on Rock Island's Suburban Service

On December 16 Chicago suburban patrons of the Rock Island will ride behind a steam locomotive for the last time. On the next day (when a slight service reduction becomes effective), 17 specially-equipped diesel road-switchers will handle all suburban motive power assignments and the steam locomotives will begin their journey to the scrap pile.

At one time, the Rock Island's suburban service required 28 steam locomotives. Dieselization began in January 1949 with delivery of two 1,500-h.p. road-switchers by Fairbanks Morse & Co. They were geared for maximum speed of 85 m.p.h. and equipped with

dual controls to eliminate need for turnarounds at terminals. Later, eight road passenger "A" units built by the Electro-Motive Division of General Motors displaced additional steam locomotives.

On November 26, the Rock Island formally took delivery on the last of 15 modified road-switchers built by the American Locomotive-General Electric Companies. They, with the two Fairbanks-Morse units, will henceforth handle all the Rock Island's suburban motive power needs. The Electro-Motive units have been assigned to other main line services.

The new Alco-G. E. units have steam generators for train heating, special generators for the "head end" car lighting system, and controls arranged to permit operation in either direction. Gear ratios permit operating speeds up to 80 m.p.h. Multiple-unit operation is provided for on all 15 locomotives.

The Rock Island's suburban service extends from Chicago to Blue Island, Ill., and Joliet. Between 25,000 and 30,000 passengers are handled daily. The road recently placed in service 20 lightweight streamline suburban cars with rapid-transit-type doors, while many of the older lightweight suburban cars have been extensively modernized. The new Alco-G. E. locomotives represent an additional \$2.6 million investment solely for the road's suburban patrons.

Mediation Board Certifies Switchmen's S.P. Victory

The National Mediation Board has certified the Switchmen's Union of North America as collective-bargaining representative of yardmen employed by the Southern Pacific. The 3,832 employees involved were formerly represented by the Brotherhood of Railroad Trainmen, but S.U.N.A.

defeated that brotherhood in a recent election by a vote of 1,792 to 1,776.

In another recent election, results of which were also certified by the board, organizations operating through the Railway Employees Department, American Federation of Labor, failed in an undertaking to supplant the United Railroad Workers of America, Congress of Industrial Organizations, as representative of five groups of shop employees on the Pennsylvania.

O'Neill, Nolte Join Rail-Air Wage Board

Francis A. O'Neill, Jr., and Walter T. Nolte have been appointed to memberships on the Railroad and Airline Wage Board in the Economic Stabilization Agency. The appointments brought the board to its full complement of three members, the third being Nelson M. Bortz, who is also chairman.

Mr. O'Neill will continue also as a member of the National Mediation Board. Mr. Nolte is chief of the Litigation Branch, Office of Alien Property, Department of Justice, and he will continue in that position.

R.A.W.B. was set up pursuant to that provision of the Defense Production Act which required establishment of a separate agency to administer wage-stabilization controls for employees subject to the Railway Labor Act. It applies to such employees special stabilization regulations which must, however, be consistent with E.S.A.'s general policies and standards.

R.A.W.B. recently issued Railroad and Airline Stabilization Regulation I which formally extended to railroad and airline employees the government's cost-of-living policy and other outstanding wage and salary stabilization regulations.

The regulation, as Chairman Bortz



For the new diesel—a first assignment. For the veteran Pacific—retirement and the boneyard. (Right) A miniature locomotive was presented to Rock Island President J. D. Farrington (second from left) by W. A. Callison, vice-president



of American Locomotive, as T. B. Ellis, district manager of General Electric, and F. R. Hosack, Rock Island's general superintendent of motive power (extreme right), look on. Behind them is the final locomotive of the order

explained, validated adjustments which the carriers have made in the past four months under the self-administering features of orders of the Wage Stabilization and Salary Stabilization boards; and it will allow the carriers to continue to make such adjustments without prior approval of R.A.W.B. However, Mr. Bortz also pointed out that the regulation is subjected to review and revision by R.A.W.B.

Revised Rate Structure a Pressing Need, Says Faricy

The railroad need for a rate structure more nearly in line with increased costs is immediate and pressing if the carriers are to continue preparing for whatever emergency may lie ahead of the country, William T. Faricy, president of the Association of American Railroads, said in Boston on December 4. Addressing the Boston Advertising Club, Mr. Faricy added that "transportation, like advertising, labors under the disadvantage of being an intangible service, which unlike a tangible object, cannot be wrapped up in a bundle or put in a paper sack and carried home."

Many who accept the economic justification of production costs, Mr. Faricy said, take a different view when it comes to transportation costs. They seem to feel, he continued, that "costs incurred on a farm or in a factory somehow stand on a different footing from those incurred in moving materials to the farm or factory or in taking their products to market." The A.A.R. president quoted a recent report of the subcommittee on land and water transportation of the Senate Committee on Interstate and Foreign Commerce which said "freight charges constitute a relatively small and decreasing proportion of national income" and that "the proportion of such charges to the total value of commodities transported has actually decreased by almost half."

Coordinated Truck Service For B. & A. Patrons

Effective November 19, the New York Central established three new truck routes on the Boston & Albany, serving generally the west end of that line. Trucking schedules are set up to tie in with the "Pacemaker" freight train and thus cut from 24 to 48 hours from time formerly required on deliveries to and from points as far west as Chicago. All trucks will operate out of Springfield, Mass., and will serve 13 other Massachusetts cities and towns.

Route One will serve Westfield, Woronoco, Huntington and Chester. Route Two also serves Chester and Westfield, and includes as well Dalton and Pittsfield. Route Three will serve Cheshire, Zylonite, Adams and North Adams. In addition, Middlefield will be served by a truck from Springfield three days per week if tonnage is available. Similarly, State Line will

be served from Pittsfield three days each week when tonnage justifies. West Springfield freight will be hauled to and from Springfield daily by a small truck.

Royster Heads Transport Office in Commerce Dept.

Paul F. Royster, formerly in the operating department of the Chicago, Indianapolis & Louisville, has been appointed director of the Office of Transportation in the Department of Commerce.

The Office of Transportation is set up to provide staff assistance to the Secretary of Commerce in the study of domestic transportation problems. It assists in formulation of transportation policies, programs and requirements, and, according to the department, "does not engage in regulation or in operations."

A notice announcing Mr. Royster's appointment also announced the appointments of Edward Margolin as director of the Carrier Division, and Dr. Beatrice Aitchison as director of the Transport Economics Division, both within the Office of Transportation. Mr. Margolin joined the Commerce Department in 1948, but earlier had served in the traffic department of Sears Roebuck & Co. at Philadelphia. Dr. Aitchison was a transport economist with the Interstate Commerce Commission for several years before joining the Department of Commerce last September.

Mr. Royster went with the Commerce Department last July after serving briefly with the Defense Transport Administration.

More Time for Compliance With New Diesel Brake Rule

The Interstate Commerce Commission has set back, from January 1, 1952, until March 1, 1952, the date by which railroads must have fitted diesel-electric locomotives built prior to January 1, 1951, with equipment required by the modified air-brake rule of the commission's Rules and Instructions for Inspection and Testing of Locomotives Other Than Steam. The rule involved is Rule 205(a), and the modification was prescribed by a commission order of January 29, 1951, in a proceeding docketed as Ex Parte 174. (*Railway Age*, February 12, page 126.)

Norfolk "Allowances" Are Subject of Army Complaint

The Department of the Army has asked the Interstate Commerce Commission to order railroads to "cease and desist" in their refusal to pay a wharfage and handling allowance on "military traffic" moving through Norfolk, Va.

In a complaint filed with the commission, the army said the roads pay allowances of five cents per 100 lbs. on "commercial cargo," but since

May 1, 1951, have refused to pay a similar allowance on "military traffic." The complaint is directed against more than 400 railroads.

For years the carriers have published rates which apply shipside on traffic moving through Norfolk, the complaint said. It added that under such tariffs the roads absorb in the line-haul rates the cost of wharfage and handling or make allowances when they do not perform the service themselves.

Refusal of the carriers to pay these allowances on "military traffic" forces the army to pay the full freight rates, and at the same time provides its own facilities and services, the complaint continued. It asked the I.C.C. to find the carrier practices in violation of the Interstate Commerce Act.

G. M. & O. Shop Fire Report "Exaggerated"

A widely circulated newspaper report to the effect that the Jackson, Tenn., shops of the Gulf, Mobile & Ohio had been "ruined" in a fire that caused "damages estimated at \$2 million," was grossly exaggerated, a spokesman for the G. M. & O. told *Railway Age*.

The fire, he said, actually was confined to a machine shop. Damage was not great and no employees had to be laid off.

He added that 75 per cent of the equipment in the shop was quickly restored to service and that the shop would be fully restored in 30 days.

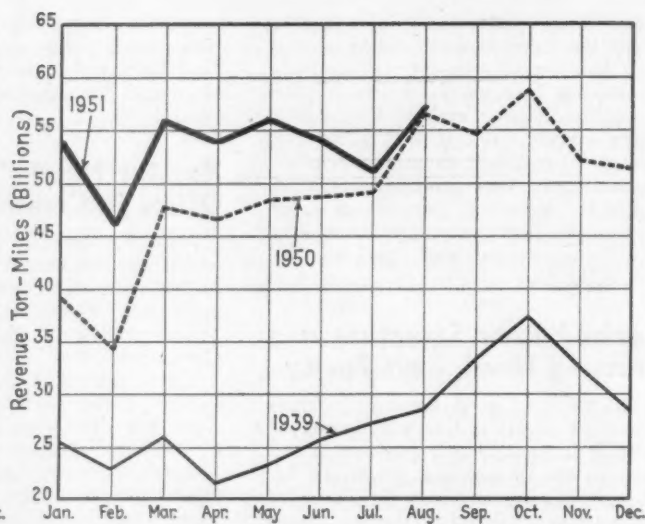
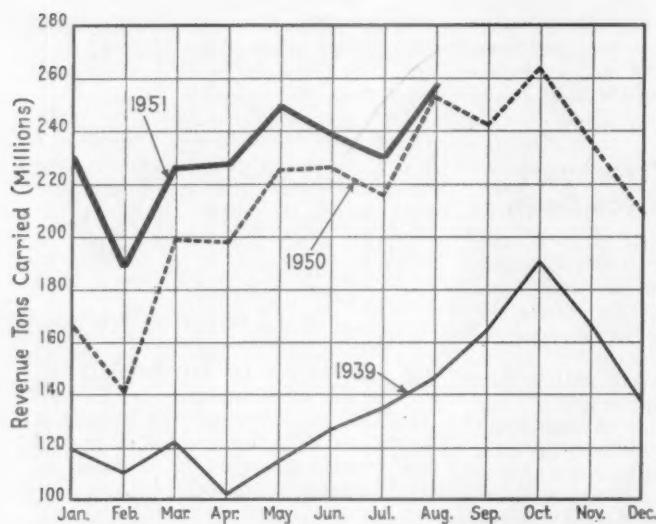
M. W. Clement Honored By Philadelphia Group

Martin W. Clement, chairman of the Pennsylvania, has been selected by the Philadelphia chapter of the Society of Industrial Realtors as the Philadelphian most responsible for the United States Steel Corporation locating its new steel plant in the greater Philadelphia metropolitan area. Mr. Clement was presented with the chapter's annual award—a silver plaque—in Philadelphia on December 4 at a dinner attended by many prominent business leaders of the community.

Freight Car Loadings

Loadings of revenue freight in the week ended December 1 totaled 821,776 cars, the Association of American Railroads announced on December 6. This was an increase of 110,329 cars, or 15.5 per cent, compared with the previous holiday week; an increase of 81,611 cars, or 11 per cent, compared with the corresponding week last year when loadings were reduced due to severe weather conditions in the east; and an increase of 127,853 cars, or 18.4 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended November 24 totaled 711,



REVENUE TONS AND REVENUE TON-MILES—1951 compared with 1939 and 1950

447 cars; the summary for that week, as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, November 24			
District	1951	1950	1949
Eastern	118,406	118,685	114,100
Allegheny	144,807	142,940	127,535
Pocahontas	53,306	47,866	65,292
Southern	120,821	117,273	114,564
Northwestern	96,801	94,700	71,740
Central Western	117,419	120,058	113,175
Southwestern	59,885	60,029	58,149
Total Western Districts	274,105	274,787	243,064
Total All Roads	711,447	701,551	664,555
Commodities:			
Grain and grain products	49,349	50,355	42,199
Livestock	9,455	10,273	10,718
Coal	145,763	128,369	180,898
Coke	16,216	14,677	11,180
Forest products	39,063	40,099	35,582
Ore	45,209	40,711	16,553
Merchandise			
I.c.l.	63,424	71,341	72,752
Miscellaneous	342,968	345,726	294,673
November 24	711,447	701,551	664,555
November 17	814,435	837,458	758,972
November 10	791,403	839,880	635,823
November 3	837,743	863,149	578,981
October 27	863,961	887,935	591,315
Cumulative total 47 weeks ..	36,975,318	35,272,854	32,789,888

In Canada.—Car loadings for the week ended November 24 totaled 86,221 cars, compared with 83,545 cars for the previous week and 82,418 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 24, 1951 ..	86,221	33,929
November 25, 1950 ..	82,418	32,922
Cumulative totals for Canada:		
November 24, 1951 ..	3,798,361	1,620,297
November 25, 1950 ..	3,536,433	1,481,886

Interchange Rules on Flood Damage Clarified

In a circular letter dated November 19, the Mechanical Division of the Association of American Railroads reports that damage to a large number of freight cars partially or totally submerged during floods in the Midwest last summer caused many questions re-

garding responsibility, settlements, etc., which have been studied by the Arbitration Committee. The following interpretations have been approved:

"Sec. (10) (1) of Rule 32 and Par. (12) Sec. (a) of Passenger Car Rule 8 include damage to any part of the car; clean, oil, test and stencil of air brakes together with the work to be performed as outlined in Sec. V Supplement 1 of Instruction leaflet No. 2391 when brakes have been submerged; repacking of journal boxes and all other work performed as specified in the Lubrication Manual; rusted or pitted journals; cleaning inside and outside of car and parts thereof of silt, mud, grease, tars, acids, etc.; painting where necessary; renewal of sheathing, lining, flooring or ceiling, due to warped, split or contaminated condition; and including insulation which has been contaminated or otherwise damaged.

"If a car with flood damage concealed in ordinary inspection and without flood damage defect card attached is found to have been partly or totally submerged in flood, the 90-day limit for procuring joint inspection under Sec. (k) and Interpretation 3 of Rule 4 is considered as beginning upon first receipt of car home after responsibility is acknowledged by damaging line that car was in flood."

Freight Trains Collide Head-on: Five Dead

A head-on collision between two Union Pacific freight trains at Orchard, Idaho, November 25, resulted in the death of five U.P. employees—all of whom were in the two engine cabs at the time of the accident.

The collision, which occurred in C.T.C. territory, was at a designated meeting point between an eastbound freight carrying about 117 cars, 57 of which were empties, and a 68-car westbound freight. According to preliminary reports, the eastbound train had halted on the main track parallel to the passing siding to await arrival of the westbound train. As the latter approached, the head brakeman of the standing train left the cab of his locomotive to assist the westbound crew switch their train onto the passing

track. The westbound train failed to stop at the switch and continued on to strike the standing train at an estimated 25-30 m.p.h. The collision toppled a coal chute onto the wreckage and all five diesel locomotive units and a number of cars caught fire. The uninjured head brakeman of the eastbound train was the only surviving member of either train's head-end crew.

The main track was cleared for operations within 24 hours of the accident.

Air Express Agreement Gets Temporary Approval

The Civil Aeronautics Board has approved temporarily a renewed "air express" agreement between the Railway Express Agency and 33 major air lines. The board found some features of the agreement "objectionable," and therefore approved it only through December 31, 1952.

Flaws in the new agreement, the C.A.B. said, include so-called "exclusive provisions" which give R.E.A. "a practical monopoly" of air express. It found that adequate proof "is lacking" that such a monopoly "controlled by the railroads, is necessary or desirable" in development of air express.

The agreement is dated January 1, 1951, and would terminate February 28, 1954. It fixes terms and conditions under which R.E.A. will furnish personnel and equipment for handling air express shipments. It also provides for accounting and settlement between the parties, and prescribes the duties and obligations of the air lines in transporting air express.

C.A.B. noted that in a previous case it held that air lines should charge R.E.A. according to what it costs them to carry air express. Rates to be charged the public should then be determined and filed by the express agency. The board said the new agreement does not follow this procedure.

Other provisions in the agreement to which C.A.B. objected included the

"formula" basis for payments to R.E.A., and limits which the board said are imposed on its power to review air express rates.

These reasons would ordinarily be grounds for disapproval of the agreement, but such disapproval of the agreement, would result in disruption of air express service at a time when the defense effort requires such service, the board said. It then concluded that public interest required the "temporary" approval. The parties meanwhile may revise the agreement or submit proof that it is "not contrary" to the public interest.

Young Sees "Brilliant" Future for Missouri Pacific

Robert R. Young, chairman of the board of Alleghany Corporation, told the Interstate Commerce Commission he thinks the Missouri Pacific faces a "brilliant" future, and in five or six years "startling things" could be done in the way of reducing fixed charges.

"The values are there, and all that needs to be given is a chance for them to assert themselves. The values there are greater than they were in the Pere Marquette, the Nickel Plate, or the Alleghany."

Mr. Young appeared November 29 as a witness in I.C.C. hearings on the Missouri Pacific reorganization plan. The commission held a week of hearings to determine whether it should reconsider the plan approved in 1949. That plan is now before the courts.

"I believe that the judicious application of the road's cash balances and earnings to the purchase of debt at a discount would so rehabilitate the road's credit, that within five years all of its bonds would be selling on the low interest rate basis, and that its preferred stock would be making marked progress in the payment of accumulated dividends, and that the common stock would be selling from 50 to 100 dollars a share," Mr. Young declared.

Alleghany owns 51 per cent of the M.P. common stock, consisting of 418,000 shares. According to Mr. Young, the corporation paid \$33 million for its stock. It would be wiped out under the 1949 reorganization plan, and Alleghany has thus developed as a leader in the fight against the plan.

Twelve of the 15 directors of the debtor corporation are elected with Alleghany support. At the latest hearings on the reorganization plan, the debtor and Alleghany were endeavoring to show that future prospects of the M.P. are, as Mr. Young said, "brilliant." When P. J. Neff, chief operating officer for the trustee, testified otherwise he was fired as "president" of the road. (*Railway Age*, December 3, page 14).

Although there was opposition to the introduction of Mr. Young as a "debt reduction specialist," the Alleghany chairman's testimony on November 29 included a discussion of his role in reducing debt on the P.M., the New York, Chicago & St. Louis, and at

Alleghany. He said the same results could be accomplished on the M.P. today.

"I say it is a national disgrace that these refunding bonds, the first mortgage on the Missouri Pacific have been paying five per cent over all of these years, when a little application of energy and good faith could have refinanced them on a 2.9 basis," Mr. Young told the commission.

T. C. Davis, chairman of the board of the debtor corporation, was the final witness before the hearings closed. He told the commission the M.P. is "no longer in need of Section 77 (of the Bankruptcy Act)."

"What we do need and desire is a 'straight from the shoulder' solution through the application of the Mahaffie Act," Mr. Davis declared.

S-W Hot-Spray Freight Car Paint Process Demonstrated

Hot-spray application of freight car finishes was inaugurated on November 28 at the Michigan City, Ind., plant of the Pullman-Standard Car Manufacturing Company, by the Sherwin-Williams Company, in a demonstration witnessed by a party of railway officers and supervisors and representatives of the press. The process, developed as the result of a joint research program of the two companies, utilizes heat instead of thinners as a viscosity reducing medium and employs a hot-spray freight car enamel developed by Sherwin-Williams.

In applying the S-W Hot-Spray Enamel a conventional primer is used

prior to the hot-spray application. If desired, however, the primer may also be hot-sprayed, as this insures a more uniform primer viscosity under varying atmospheric conditions and reduces over-spray. The S-W Hot-Spray Enamel is a synthetic finish which contains a much smaller volume of thinners than is employed in conventional freight car paint; because of its higher solids content, one coat of the hot finish is applied instead of two coats of conventional paint. With this process there is better performance and control in application under adverse shop temperature conditions and, because of greater coverage per gallon and elimination of a second coat, utilization of paint-shop capacity and of spray equipment is increased. These factors, and the reduction in direct labor time of applying the finish, result in lowering the cost of overall finishing operations.

The hot-spray system was first applied experimentally in finishing 10 steel freight cars for the Chicago, Rock Island & Pacific in 1948. C. B. Bull, general manager of the transportation sales division of Sherwin-Williams, indicated that these cars today promise exceptional durability and retention of color and gloss. "After three years of rigorous service," he said, "the finish on these cars is evidence that one application of hot-spray enamel is equivalent, if not superior, to two coats of conventional paint." The hot-spray process demonstrates uniform coverage and hiding, eliminates crawling and blooming of the finish, and shows less tendency to orange-peel, sag or curtain. Commer-



Attending the November 28 demonstration of the Sherwin-Williams hot-spray freight car painting process at Pullman-Standard's Michigan City plant were:

J. J. Aiken, C.R.I. & P.; B. J. Huff, and H. E. Kneeder, C. & E.I.; V. G. Small and G. M. Flajnik, E.J. & E.; A. E. Hinson, Southern; H. J. Pollock and C. W. Preston, B. & O.; G. S. Glaiber, N.Y.C.; A. R. Cripe, C. & O.; J. R. Gilmore, N. & W.; J. W. Hebdon, L. & N.; G. J. Jaeger, Fruit Growers Express; J. S. Pritchard, A.T. & S.F.; L. R. Kassick and R. Jacobs, M.St.P. & S.S.M.; C. B. Bull, J. W. Wernicke, R. H. Hill, H. M.

Faber, R. J. Collins, A. Bralin, P. J. Stratton and S. L. Bajownik, all of Sherwin-Williams; A. S. Bostwick, Fuller & Smith & Ross, Inc.; Chas. Behrens, Modern Railroads; Nancy Ford, Wall Street Journal; H. C. Farnwall, Bede Products, Inc.; and A. A. Logmann, P. F. Behn, R. M. Shaver, Paul Ackerman and F. P. Adler, all of the Pullman-Standard Car Manufacturing Company

cial equipment for heating the enamel, and the primer if that is to be applied hot, are available from a number of heater manufacturers. Conventional type spray guns are used.

The hot-spray finish is being applied to a lot of 250 steel freight cars for the Rock Island; part of this lot were going through the shop at the time of the demonstration on November 28.

Northwestern U. Awards Go to Railroad Officers

Among the 100 persons who received "Centennial Awards for the Northwest Territory" at the centennial convocation of Northwestern University on December 2 were Ralph Budd, chairman of the Chicago Transit Authority and former president of the Chicago, Burlington & Quincy; John D. Farrington, president of the Chicago, Rock Island & Pacific; and Fred G. Gurley, president of the Atchison, Topeka & Santa Fe.

Awards were given to the recipients in recognition of "the impress they have made upon their generation during a lifetime of distinguished service as residents of one of the states which

comprised the original Northwest Territory."

Cast Steel Wheels to Be Tested in Freight Service

The General Committee of the Mechanical Division of the Association of American Railroads, in a meeting at Chicago on November 16, approved the recommendations of the Committee on Wheels that authority be granted to manufacture and place in service under interchange freight cars up to 1,000 experimental cast-steel wheels with carbon content of 1.50 per cent and up to 1,000 wheels with carbon content of 0.75 per cent.

Hearing in Union-Shop Cases Begin December 11

The Emergency board which President Truman appointed to investigate the union-shop cases, will begin public hearings at Washington, D. C., on December 11. The cases involved demands of unions representing railroad non-operating employees for agreements providing for the union shop and check off of union dues. (*Railway Age*, November 26, page 49.)

ORGANIZATIONS

A list of meetings and conventions appears on pages 86 and 88.

C. L. Patterson, vice-president and general manager of the Lehigh Valley, has been elected president of the **New York Railroad Club**. Other officers also elected are: First vice-president, J. A. Schwab, assistant vice-president, Pennsylvania; second vice-president, F. B. Hank, general manager, New York Central; third vice-president, A. E. Kriesien, assistant vice-president and general manager, Erie; treasurer, P. M. Kelly, comptroller, Central of New Jersey; finance committee, R. I. Huyler, secretary-treasurer, Lehigh & Hudson River; executive members at large, M. A. Vickers and J. E. Davenport, representatives, Bethlehem Steel Company; R. G. Sonquist, vice-president, Standard Railway Equipment Manufacturing Company; J. E. Brown, vice-president, Magnus Metals Corporation; E. Laterman, district manager, Champion River Company; J. G. Lyne, president, Simmons-Boardman Publishing Corporation; F. J. Murray, purchasing agent, Lehigh Valley, and C. F. Bayer, manager, purchases and stores, Delaware, Lackawanna & Western.

The third **Regional Transportation Conference**, sponsored by the Chamber of Commerce of the United States with the cooperation of the Cleveland Chamber of Commerce, will be held in the Hotel Cleveland, Cleveland, on December

12 and 13, as reported in *Railway Age*, October 22, page 60. Speakers at the morning session of December 12 will be Harold F. Hammond, manager, transportation and communication department, Chamber of Commerce; Hugh W. Cross, member, Interstate Commerce Commission, and C. H. Beard, general traffic manager, Union Carbide & Carbon Corp. U. S. Senator John W. Bricker will be the speaker at the luncheon session. At the afternoon session of the 12th, speakers will be Cleve H. Pomeroy, president, National Malleable & Steel Castings Co.; J. C. Allen, general traffic manager, Sears, Roebuck & Co.; J. R. Staley, vice-president, Quaker Oats



E. D. Sheffe, general traffic manager of the Esso Standard Oil Company, who has been elected president of the Traffic Club of New York

Company; and Charles W. Braden, general traffic manager, National Distillers Products Corporation. On December 13, morning session, a carrier roundtable discussion will be held, with Andrew H. Brown, transportation commissioner, Cleveland Chamber of Commerce, acting as chairman. Included in the panel will be L. L. White, president, New York, Chicago & St. Louis. Following a luncheon on the 13th, an informal roundtable discussion is scheduled, with Verne Sullivan, assistant manager, transportation and communication department, Chamber of Commerce of the U. S., as moderator.

EQUIPMENT AND SUPPLIES

P.R.R. Orders 199 Diesel Units; 5,000 Freight Cars

The Pennsylvania has ordered 199 diesel-electric locomotive units costing \$30,203,000; 3,600 gondola cars, 1,000 box cars, 200 covered hopper cars and 200 flat cars costing \$29,390,000; and 100,000 tons of rail costing \$7,200,000; and has appropriated approximately \$4,800,000 for heavy repairs to existing freight cars, Walter S. Franklin, president, has announced.

The motive power was ordered as follows: Electro-Motive Division of General Motors Corporation—12 1,500-hp. road-freight units (8 "A" and 4 "B"), 13 1,500-hp. road-switching units, 32 1,200-hp. yard-switching units and 22 2,250-hp. passenger "A" units; American Locomotive-General Electric Companies—13 1,000-hp. yard-switching units, 2 1,000-hp. road-switching units, 33 1,600-hp. road-switching units and 6 1,600-hp. 6-motor road-switching units; Baldwin-Lima-Hamilton Corporation—44 1,200-hp. yard-switching units, 1 1,200-hp. road-switching unit and 8 2,400-hp. transfer units; Fairbanks, Morse & Co.—13 1,200-hp. yard-switching units. Deliveries are scheduled to begin next April. When completed, the P. R. R.'s diesel fleet will include 1,348 locomotives with total horsepower of 2,605,770.

All new cars will be built in the road's Altoona, Pa., shops and are scheduled to be put into service beginning next April at a monthly rate of 200 to 400 cars, depending on steel allocations.

Of the rail, all for 1952 delivery, 50,000 tons will be rolled by the United States Steel Company, 44,000 tons by the Bethlehem Steel Company and 6,000 tons by the Inland Steel Company.

"This announcement," Mr. Franklin said, "brings the Pennsylvania's new and rehabilitated equipment program for the last few years to over \$650,000,000 and emphasizes the tre-

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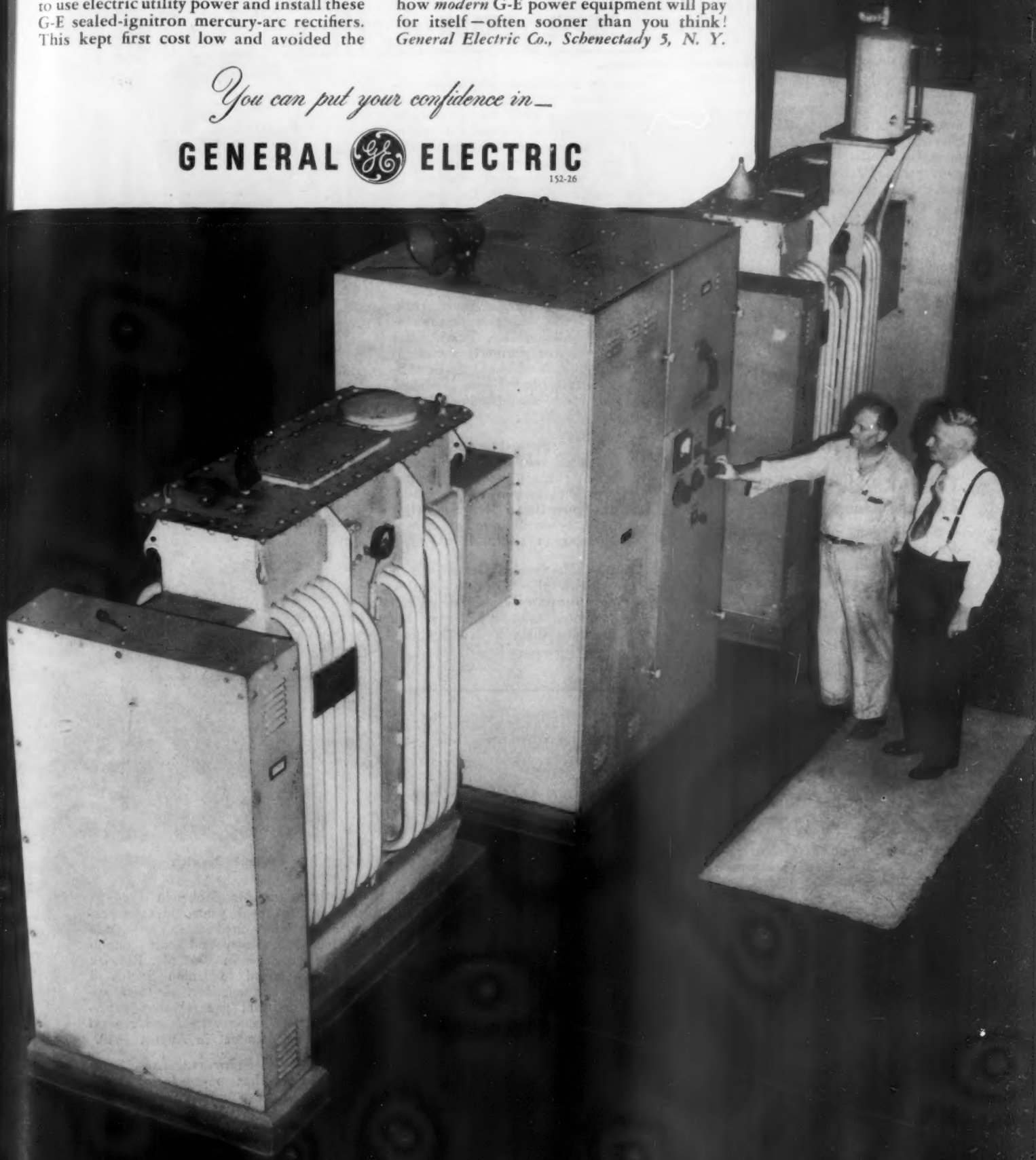
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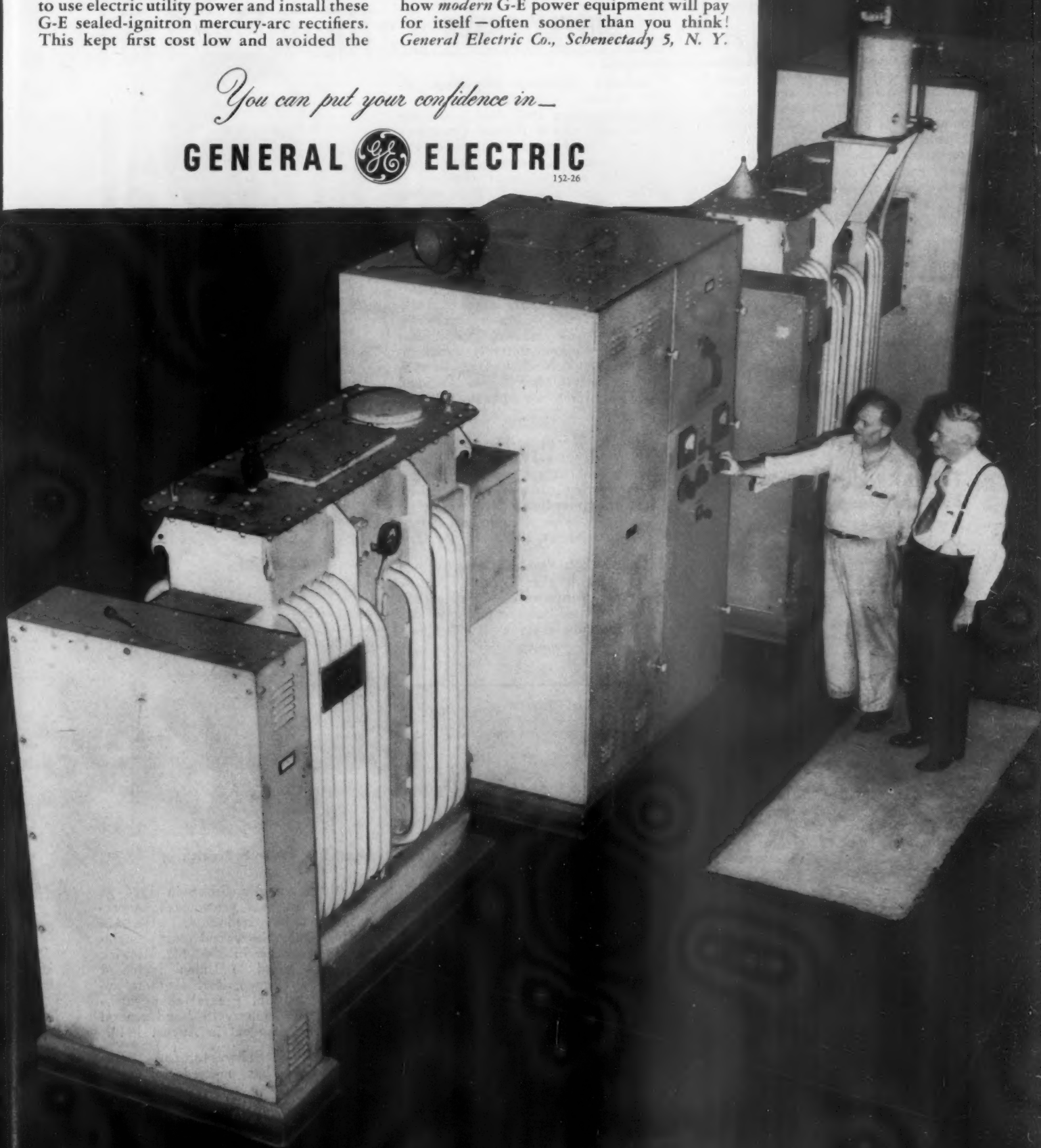
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mendous capital needs of the railroads in these times of inflation. Depreciation funds available cover less than half the cost of replacing worn out equipment with new and modern equipment."

T. C. Asks Bids on Cars, Locomotives and Cranes

The Transportation Corps has requested bids on 2,000 40-ton box cars, 1,000 10,000-gal. tank cars, 717 40-ton flat cars, 681 40-ton low-side gondola cars, 89 kitchen-troop-hospital cars, 20 1,200-hp. 120-ton diesel-electric locomotive units and 10 25-ton diesel-mechanical locomotive cranes. All equipment is for the Army. The box, flat and gondola cars, locomotive units and cranes are for foreign service.

FREIGHT CARS

The Gulf, Mobile & Ohio's board of directors has authorized construction of 200 pulpwood cars at a cost of approximately \$1,125,000. The cars will be built by company forces, but it has not yet been determined at which shops the work will be done.

The Minneapolis, St. Paul & Sault Ste. Marie has ordered 50 70-ton ballast cars from the American Car & Foundry Co.

PASSENGER CARS

Three Roads Order 29 New Sleeping Cars

What may be the largest single order for sleeping cars this year was placed by the Chicago & Eastern Illinois, the Louisville & Nashville and the Nashville, Chattanooga & St. Louis with the Pullman-Standard Car Manufacturing Company on December 4. The order calls for 29 identical combination bedroom, roomette and open section cars costing \$163,000 each—or a total of \$4,727,000. Delivery is contemplated for the first quarter of 1953.

The lightweight cars will contain four bedrooms, six roomettes and four open sections. Both the bedrooms and roomettes will have circulating ice water and individual air conditioning controls. The bedrooms will be arranged for occupation *en suite* if desired.

The roads plan to assign the new cars to the "Georgian" (between Chicago and Atlanta, Ga.) and the "Humming Bird" (between Chicago and New Orleans, La.) as well as to certain other North-South trains. Because all of the cars are identical, they will be used flexibly between the roads' joint services as conditions warrant.

SIGNALING

The Electro-Motive Division of General Motors Corporation has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company four sets of four-in-

dication type E coded continuous cab signal and speed control equipment, to be installed on diesel-electric locomotives being built for the Richmond, Fredericksburg & Potomac.

SUPPLY TRADE

George Johnston Shannon, office engineer with the Pittsburgh & Lake Erie since 1947, has joined the General Railway Signal Company as sales engineer, with headquarters at New York. The company has made the following additional changes in its sales staff: James D. Estrich, engineer in the office of the sales vice-president, has been transferred to the St. Louis sales office as sales engineer, succeeding Carl V. Scully, who has been transferred to the New York sales office; John J. Shapley, formerly sales engineer at New York, has been appointed sales representative in Rio de Janeiro, Brazil; and John W. Porter, formerly signal engineer to the New Zealand Government Railways, has been appointed export manager, with headquarters at Rochester, N. Y.

Ralph W. Sponseller, Jr., has been appointed sales representative in the Detroit branch of the Berger Manufacturing division of Republic Steel Corporation. Mr. Sponseller joined the sales division of Berger Manufacturing in 1949.

Robert E. Cook, formerly field engineer with the Timken Roller Bearing Company at Cleveland, has been appointed sales engineer of the steel and tube division of the Cleveland office.



R. P. Parshall, formerly manager of the Milwaukee branch of the Cummins Diesel Sales Corporation, Chicago, has joined the Cummins regional organization as regional manager—southeastern region, with headquarters at Atlanta, Ga.

H. L. Ludwig, formerly signal engineer for the Union Switch & Signal division of Westinghouse Air Brake Company, has been appointed assistant chief commercial engineer, and Albert Beswick, formerly general shop superintendent, has been appointed works manager.

Mr. Ludwig was graduated from Pennsylvania State College with a



H. L. Ludwig

B. S. degree in electrical engineering, and joined Union Switch in 1924. He was appointed commercial engineer in 1925, project engineer in 1946, and signal engineer in January 1950.

Mr. Beswick served a three-year machinist's apprenticeship course with the Westinghouse Electric Company while attending Carnegie Institute of Technology in the evenings. He joined



Albert Beswick

Westinghouse Air Brake in 1924 as a machinist, was promoted to supervisor in 1934 and later served in various supervisory and works engineering positions. In 1942 Mr. Beswick was transferred to Union Switch & Signal as a supervisor. He was appointed assistant general shop superintendent in January 1947 and general shop superintendent in August 1948.

Martin & Schwartz, Inc., Salisbury, Md., has merged with the Wayne Pump Company, Fort Wayne, Ind. W. H. Bateman, for-

In Your 1952 Weed Control Program

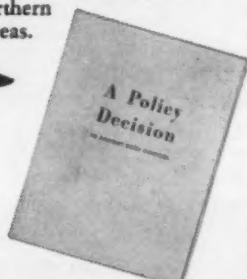
For Real Results instead of Half-Way Measures

Investigate

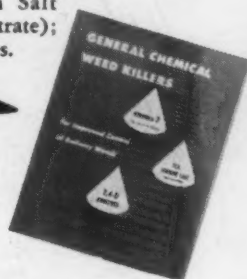
It's tailor-made for all types of vegetation—for all climatic conditions!



Important information available: "A Policy Decision in Railroad Weed Control" . . . outlining General's proven method of treatment. It contains full color illustrations of results achieved in northern and southern areas.



"General Chemical Weed Killers" . . . helpful information on General's Weed Killers. These include: Formula 7 (TCA, acid in an oil base); TCA, Sodium Salt (liquid concentrate); 2, 4-D Additives.



Let us tell you how the proven General Chemical Weed Control Program has achieved outstanding results for leading roads.

At your convenience, a conference with a General Chemical Weed Control Specialist may be arranged to discuss your particular problem and its solution. Before we call, let us send you copies of our latest literature. *Write on business letterhead to*

WEED KILLER DEPARTMENT

**GENERAL CHEMICAL
DIVISION**

ALLIED CHEMICAL & DYE CORPORATION
40 Rector Street, New York 6, N. Y.

merly president of Martin & Schwartz, has been elected president of Wayne Pump, and **C. E. Franks**, formerly president of Wayne Pump, has been elected chairman of the board. Other officers elected were: **D. J. Nelson**, formerly vice-president of Martin & Schwartz, elected vice-president; **W. C. Leitch**, formerly president of **Wayne-Phillips Company**, Ironton, Ohio, elected vice-president and director of sales; **A. E. Allen**, formerly vice-president and assistant to Mr. Franks, elected vice-president; **W. T. Thornton, Jr.**, formerly secretary-treasurer of Martin & Schwartz, elected secretary-treasurer, and **H. H. Eich**, elected assistant secretary-treasurer. **T. F. Breen** will continue as general sales manager of the M. & S. division, while **A. H. Dickmeyer** will continue as general sales manager of Wayne Pump.

Export operations of the **Garlock Packing Company** have been consolidated and the export division has moved to new headquarters at 30 Church street, New York. **R. S. Parker**, Far Eastern representative for Garlock for the past 25 years, has been appointed manager of the division. The New York office will direct export operations for all parts of the world except the Philippine and the Hawaiian Islands, which will remain under jurisdiction of the San Francisco office.

H. Barden Allison has been appointed district sales manager of the Philadelphia branch, mechanical goods division, **United States Rubber Company**, to succeed **A. B. Means**, who will continue as sales advisor. Mr. Allison joined U. S. Rubber in 1918 and since 1947 has been sales manager of the L. H. Gilmer division of that company.

H. G. Harrison, formerly assistant to the manager of service of the **Superheater Company**, division of **Combustion Engineering - Superheater, Inc.**, has been appointed manager of service, with headquarters at East Chicago, Ind., and **F. C. Widmayer**, formerly service representative, has been appointed assistant manager of service, also at East Chicago.

CAR SERVICE

I.C.C. Service Order No. 865, which imposes super-demurrage charges running up to \$20 per day, has been modified by Amendment No. 18, which extended for another month (until January 1, 1952) the exemption provision applicable to refrigerator cars.

I.C.C. Service Order No. 867, which governs the handling of trap or ferry cars containing l.c.l. freight within a switching district, has been modified

by Amendment No. 4, which set back the expiration date from November 30 until February 29, 1952.

I.C.C. Service Order No. 868, which is not in effect, having been suspended indefinitely in September 1950, has been modified by Amendment No. 3, which set back the expiration date from November 30 until April 30, 1952. The order was designed to suspend the operation of tariff rules which permit freight cars to be used otherwise than subject to the carload minimum weight for each car used.

I.C.C. Service Order No. 878, which requires "heavy" loading of canned goods and foodstuffs in packages, has been modified by Amendment No. 1, which set back the expiration date from November 30 until May 31, 1952. Also set back to the same date were expiration dates of general permits that have been issued under the order.

FINANCIAL

Boston Terminal Company.—Reorganization.—The plan of reorganization approved by the I.C.C. June 19, 1950, and by the court on July 2, 1951, has been accepted by creditors holding \$10,913,000 of the terminal company's first mortgage bonds. The bonds are outstanding in the amount of \$15,155,000. The I.C.C., which certified the voting results to the reorganization court, said creditors holding \$436,000 of the bonds submitted defective ballots. Only first mortgage bondholders were eligible to vote on the reorganization plan.

Long Island.—Reorganization.—The Long Island Transit Authority has filed a petition with the I.C.C. asking that it be permitted to intervene as an interested party in proceedings for reorganization of the Long Island. The authority indicated it wished to be heard by the commission in connection with the reorganization plan proposed by the Pennsylvania (*Railway Age*, November 26, page 58).

St. Louis Southwestern.—Russell to Become Chairman.—D. J. Russell has been appointed chairman of the board of the St. Louis Southwestern, effective January 1, 1952. Mr. Russell, president-elect of the Southern Pacific, will succeed A. T. Mercier, who retires December 31 as chairman of the board of the Cotton Belt and as president of the S.P. D. J. McGanney, assistant to president of the S.P., has been elected a director and member of the executive committee of the Cotton Belt, effective January 1.

New Securities

Application has been filed with the I.C.C. by:

MISSOURI-KANSAS-TEXAS.—To assume liability

for \$3,300,000 of equipment trust certificates to finance in part the acquisition of 24 diesel-electric locomotives (as listed below), which are expected to cost a total of \$4,241,379.

Description and Builder	Estimated Unit Cost
4 4,500-hp., 3-unit locomotives (Electro-Motive Division, General Motors Corporation)	\$546,100
10 1,200-hp. yard switchers (Baldwin-Lima-Hamilton)	102,843
10 1,200-hp. yard switchers (Electro-Motive)	102,855

The certificates, dated January 15, 1952, would mature in 30 semi-annual installments of \$110,000 each, beginning July 15, 1952. They would be sold on the basis of competitive bids, and the interest rate would be fixed by such bids.

TEXAS & PACIFIC.—To assume liability for \$2,900,000 of series N equipment trust certificates to finance in part acquisition of 16 diesel-electric locomotive units from the Electro-Motive Division of General Motors Corporation and 250 70-ton gondola cars from T. & P. shops. The equipment is expected to cost a total of \$3,996,108. The diesels will include two 3,000-hp. road freight locomotives, each costing \$332,999 and consisting of a 1,500-hp. "A" unit and a 1,500-hp. "B" unit; one 3,000-hp. road freight locomotive, costing \$317,780 and consisting of two 1,500-hp. "B" units; six 1,500-hp. road switchers costing \$152,337 each; and four 800-hp. road switchers costing \$96,452 each. The estimated unit cost of the gondolas is \$6,850. The certificates, dated January 1, 1952, would mature in 10 annual installments of \$290,000 each, beginning January 1, 1953. They would be sold on the basis of competitive bids and the interest rate would be fixed by such bids.

Division 4 of the I.C.C. has authorized:

GREAT NORTHERN.—To assume liability for \$16,950,000 of equipment trust certificates to finance in part 43 diesel-electric locomotives and 2,050 freight cars costing an estimated \$22,816,650. (*Railway Age*, November 5, page 96.) Division 4's report approved sale of the certificates for \$9,215 with interest at 3 per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds to the road approximately 3.13 per cent. The certificates, to be dated December 1, will mature in 30 semi-annual installments of \$565,000 each, beginning June 1, 1952. The certificates were reoffered to the public at prices yielding from 2.15 to 3.175 per cent, according to maturity.

PITTSBURGH & LAKE ERIE.—To assume liability for \$6,435,000 of equipment trust certificates, to finance in part 1,500 freight cars costing an estimated \$8,633,000. (*Railway Age*, November 5, page 96.) Division 4 approved sale of the certificates at 99.157 with a 3 per cent interest rate—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds to the road approximately 3.15 per cent. The certificates, dated November 15, will mature in 15 annual installments of \$429,000 each, beginning November 15, 1952. The certificates were reoffered to the public at prices yielding from 2.25 to 3.175 per cent, according to maturity.

WESTERN MARYLAND.—To issue \$14,950,000 of series B general mortgage bonds, due November 1, 1976, to complete the refinancing of its first mortgage, 4 per cent bonds, due October 1, 1952. The first mortgage bonds are outstanding in the amount of \$14,950,865.62. (*Railway Age*, November 5, page 96.) Division 4's report approved sale of the bonds at 98.5231 with interest at 4½ per cent—the bid of Morgan Stanley & Co. and eight associates—which will make the average annual cost of the proceeds to the road approximately 4.6 per cent. The bonds were reoffered to the public at 100.

Dividends Declared

ALABAMA GREAT SOUTHERN.—Ordinary, \$4, 6% participating preferred \$4, both payable December 24 to holders of record December 4.

ATCHISON, TOPEKA & SANTA FE.—common, \$1, quarterly, payable March 1, 1952, to holders of record January 25, 1952; 5% non-cumulative preferred, \$50 par, \$1.25, initial semi-annual, payable February 1, 1952, to holders of record December 28, 1951.

BESSEMER & LAKE ERIE.—\$3, preferred, \$1.50 semiannual, payable December 1 to holders of record November 15.

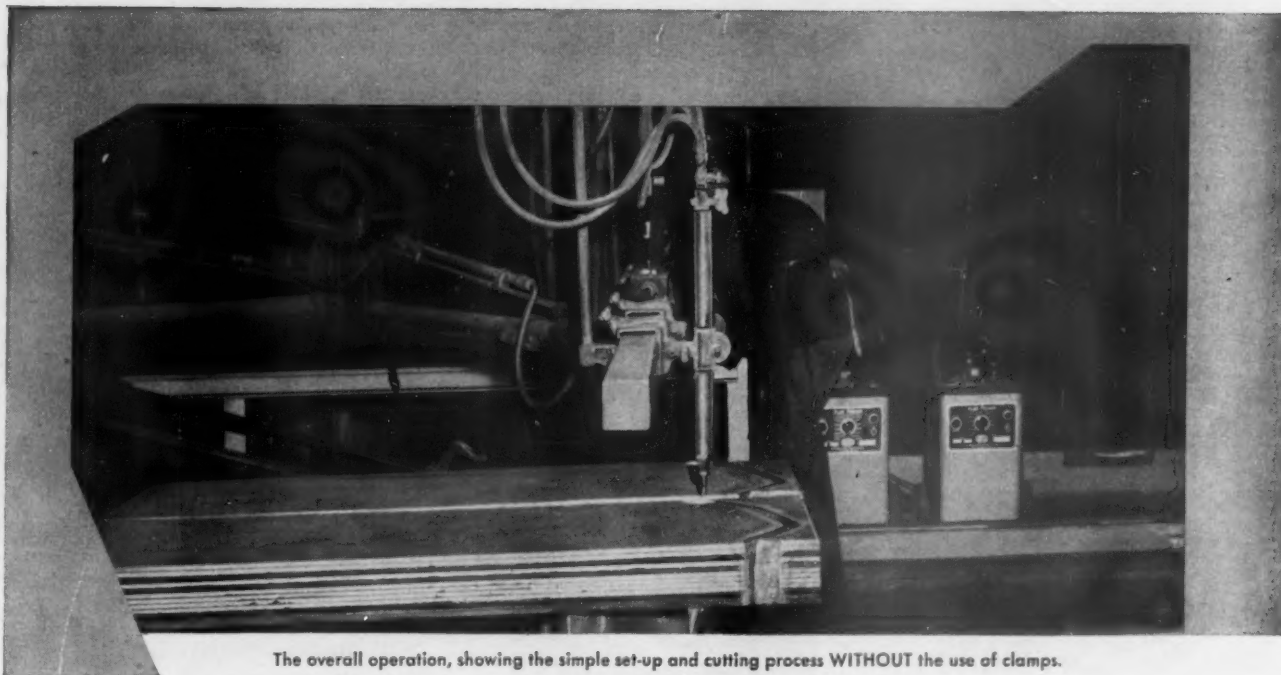
DELAWARE.—\$1, semiannual, payable January 2, 1952, to holders of record December 14, 1951.

ERIE.—\$1.25, year-end, payable December 21 to holders of record December 7.

NASHVILLE & DECATUR.—7½% guaranteed, 93¾¢, semiannual, payable January 2, 1952, to holders of record December 21, 1951.

NEW YORK & HARLEM.—common, \$2.50, semi-annual; 10% preferred, \$2.50, semiannual, both payable January 2, 1952, to holders of record December 12, 1951.

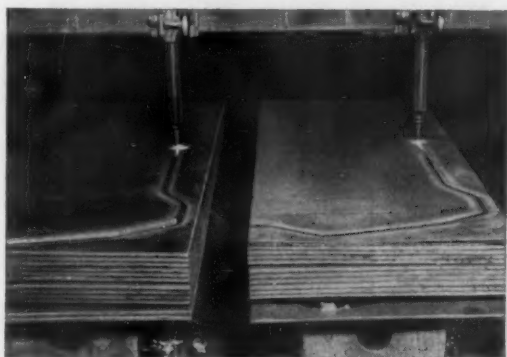
PITTSBURGH, FORT WAYNE & CHICAGO.—common, \$1.75, payable January 2, 1952, to holders of record December 10; 7% preferred,



The overall operation, showing the simple set-up and cutting process WITHOUT the use of clamps.

what's the best way... to shape-cut car sheets?

Flux-injection stack cutting ups production 100%!



A close-up of the cutting process—fast, economical, requiring only 18 minutes for the entire job.



The finished shape-cut car sheets.

Their long experience in serving American railroads enabled Airco Railroad Service Representatives to apply Airco's Flux-Injection Process to stack cutting or shaping of cross ridge, slope and sheets plus various other parts in the shops of a prominent railroad.

As shown above, two stacks of twelve cross ridge sheets are being cut simultaneously using a dual torch setup—WITHOUT CLAMPING. This meant a tremendous saving of time, and pointed the way to production savings up to 100%. Further reduction in costs is obtained with the addition of extra torches to permit the simultaneous cutting of more than two stacks of sheets depending upon the size of the part to be shaped.

To illustrate the speed of operation, 91 lineal inches of plate must be cut to fashion a complete cross ridge sheet. This cutting process did the job in 18 minutes—or 5 inches per minute.

For details in Flux-Injection as applied to stack cutting of mild steel or the cutting of stainless steel, write your nearest Airco office.

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Under the Airco Plan*



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REPRESENTED INTERNATIONALLY BY AIRCO COMPANY INTERNATIONAL

*Divisions of Air Reduction Company, Incorporated
Offices in Principal Cities*

\$1.75, quarterly, payable January 8, 1952, to holders of record December 10, 1951.

PITTSFIELD & NORTH ADAMS.—\$2.50, semi-annual, payable January 2, 1952, to holders of record December 14, 1951.

READING.—4% 2nd preferred, 50¢, quarterly, payable January 10, 1952, to holders of record December 20, 1951.

ST. LOUIS SOUTHWESTERN.—common, \$1; preferred, \$1, payable to holders of record November 26. Actual payment to be withheld pending settlement of controversy between common and preferred shareholders as to who should participate in dividend. The company has filed an interpleader suit in the Circuit Court at St. Louis in an effort to seek adjudication of the matter.

SEABOARD AIR LINE.—common, \$1.25, increased, payable December 27 to holders of record December 14.

SAVANNAH & ATLANTA.—5% preferred, 96¢ and remaining outstanding shares, payable December 10.

Security Price Averages

	Dec. 4	Prev. Week	Last Year
Average price of 20 representative railway stocks	54.12	53.15	48.40
Average price of 20 representative railway bonds	90.44	90.24	96.00

RAILWAY OFFICERS

EXECUTIVE

K. W. Cunningham, statistician to the president of the **CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC**, has been appointed office assistant to the president, succeeding **Jay L. Franz**, retired.

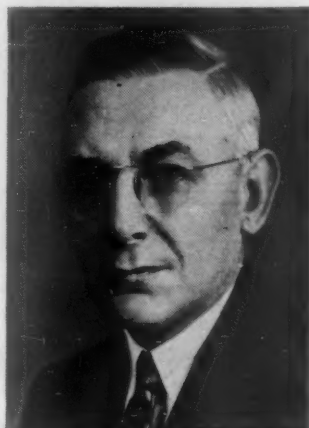
N. Newlin Baily, executive assistant to the president of the **READING** at Philadelphia, has been elected vice-president and general manager of the **CENTRAL OF NEW JERSEY** at Jersey City, N. J., succeeding **Arthur C. Tosh**, who has resigned to accept the position of executive assistant of the **Reading**. **Judson C. McLester, Jr.**, general counsel of the **C.N.J.**, has



N. Newlin Baily

been elected vice-president and general counsel of that road. The safety organization of the **C.N.J.** has been transferred to the executive department and **Joseph Lloyd**, manager of the company's suggestion plan, has been appointed director of safety.

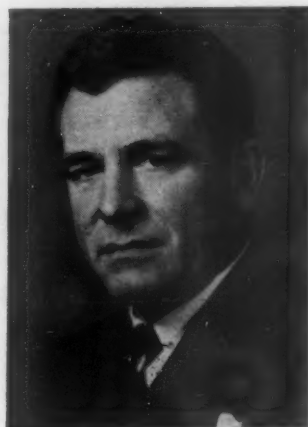
Mr. Bailey was born at Philadelphia on August 8, 1903, and received his B.S. degree in civil engineering from the University of Pennsylvania in 1925. He entered railroad service with the **Reading** on October 1, 1925, as levelman in the engineering department and subsequently served as assistant supervisor, yardmaster, assistant to trainmaster, assistant trainmaster, assistant division superintendent and division superintendent. Mr. Baily was appointed assistant general manager on November 16, 1944, and



Arthur C. Tosh

became general manager on September 1, 1945. He was named vice-president—operation and maintenance on November 16, 1947, and became executive assistant to the president on September 1, 1950.

Mr. Tosh was born at Oneida, Pa., on July 10, 1891, and entered railroad service on September 27, 1909, as night clerk and operator with the **Reading** at Catasauqua, Pa. He later served successively as day operator, telegraph operator, extra agent, agent pro tem, regular agent and dispatcher, inspector in office of general manager, inspector of transportation, superintendent of highway transportation,



Judson C. McLester, Jr.

superintendent of the **Reading Transportation Company** (bus operating

subsidiary), superintendent of passenger transportation, division superintendent and superintendent of transportation. Mr. Tosh was appointed general superintendent at **Reading** on July 15, 1941, general manager at **Reading** on July 16, 1943, and assistant vice-president in charge of operations and maintenance at Philadelphia on September 1, 1945. He left the **Reading** on October 31, 1947, to become chief operating officer of the **C.N.J.** and 24 days later was named vice-president and general manager in charge of operations and maintenance, in addition to his former duties. Mr. Tosh became vice-president and general manager on September 9, 1949.

FINANCIAL, LEGAL & ACCOUNTING

Henry L. Walker, assistant general counsel of the **SOUTHERN**, has been appointed general solicitor, with headquarters as before at Washington, D. C. **Charles M. Davison, Jr.**, general tax attorney, also has been appointed general solicitor. **Seddon G. Boxley**, general attorney, has been named assistant general counsel, and **W. S. Macgill**, solicitor, has been appointed general attorney.

Mr. Davison was born on June 19, 1914, at Richmond, Va., and received his LL.B. degree from the University of Virginia in 1937. After engaging in general law practice, he served as an



Charles M. Davison, Jr.

attorney in the United States Treasury Department, resigning in 1941 to resume general practice of law. In January 1947 he was appointed general tax attorney of the **Southern** system.

Mr. Boxley was born in Louisa county, Va., on July 18, 1904, and received his education at Augusta Military Academy and the University of Virginia. Entering the service of the **Southern** at Washington in February 1930 as law assistant, he was subsequently promoted to solicitor, commerce counsel and assistant to general counsel. In January 1947 he was appointed general attorney.

(Continued on page 79)



Keeping Wheels Turning Cuts RE-Turning!

Turning wheels are *earning* wheels. When they're rolling on the track, they're playing their part in paying a return on the money invested in the equipment. When they're being RE-turned it's a costly maintenance operation.

There's a practical way to keep wheels *off* the lathes and *on* the tracks . . . with the Westinghouse AP Mechanical-Pneumatic Decelostat. At the first hint of a slip, the

Decelostat momentarily relieves braking pressure . . . permitting wheels to regain train speed . . . then, braking pressure is immediately built up to train level.

Because braking pressure is relieved the instant wheel slip *starts* . . . the slip is arrested *before it can* develop into a *slide*. Why not send for Bulletin DL 2461-1 today? It will provide you with complete information.



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**Maximum
parts**

interchangeability

In railroad service today on General Motors 567 Series Diesel engines—6-, 8-, 12-, and 16-cylinder sizes—are more than 175,000 cylinders that use *completely interchangeable parts*.

Through the years since this engine was introduced, literally hundreds of improvements and refinements have been made to achieve longer life and increased reliability. But to a very high degree, interchangeability of working parts has been maintained.

With a single exception (the camshaft-blower gear drive change made in 1941), all wearing pieces of today's General Motors 567 Series Diesel engine can be used in any 567 model regardless of age. Current items such as crankshafts, camshafts, main bearings, connecting rod bearings, wrist pins, pistons, cylinder heads and liners, connecting rods, water pumps, oil pumps, blowers, governors, etc., can be used in any 567 engine. What's more, current 567 Series engines can be used to replace those in any General Motors locomotives ever built.

This unique feature of parts interchangeability, plus Electro-Motive's policy of designing improvements to be applicable to older assemblies, *reduces railroad parts inventories*—insures lower-cost maintenance—and helps to keep General Motors locomotives perpetually young and up to date.

ELECTRO-MOTIVE DIVISION



GENERAL MOTORS • LA GRANGE, ILL.

Home of the Diesel Locomotive

In Canada: GENERAL MOTORS DIESEL, LTD., London, Ont.



"That was an
expensive saving,
wasn't it?"



"What do you mean?"

"When that car was re-decked five years ago, we omitted pressure-treatment from the specifications because we didn't think we could afford the forty dollars that pressure-treatment would have cost."

"Well, we had to keep maintenance costs down."

"That's just the point . . . we don't keep maintenance costs down when we go in for expensive economies. But, can we afford *not* to invest forty dollars more in pressure-treatment with a life expectancy of three or four times what we're getting

now with untreated lumber? Now we have to pay for another re-decking job that pressure-treatment would have eliminated by giving us ten more years of service. That would have paid for the forty dollars a number of times over."

"That looks like sound logic to me. We'll have to stop thinking of pressure-treatment as a cost . . . it's really an investment that pays worth-while dividends."

• • •

Why not let us give you . . . without obligation . . . an analysis and report on what these savings, through pressure-treatment, can be for your railroad? Your inquiry will receive prompt attention.



PRESSURE-TREATED WOOD

KOPPERS COMPANY, INC., Pittsburgh 19, Pa.

OPERATING

(Continued from page 74)

H. R. Halverson, division superintendent of the CHICAGO GREAT WESTERN, has been appointed superintendent of transportation, with headquarters at Oelwein, Iowa, in charge of both train and yard operations. **F. E. Rafferty** has been appointed superintendent, Minnesota division, at St. Paul, and **H. Morgan** has been appointed superintendent, Illinois-Iowa division, at Oelwein. The following have been appointed assistant superintendents, with the abolition of positions of trainmaster in the same cities: **H. Boller**, Iowa division, Des Moines, Iowa; **H. L. Juergens**, Illinois division, Chicago; and **F. L. Brown**, Illinois-Iowa division, Oelwein. **W. O. McCann** has been appointed trainmaster, Minnesota division, at St. Paul, and **R. B. Wilhite** has been appointed trainmaster, Minnesota division, at Clarion, Iowa.

A. P. Kivlin has been appointed chief of the container research and development laboratory of the Freight Loading and Container Section of the ASSOCIATION OF AMERICAN RAILROADS. He was formerly superintendent of freight loss and damage prevention of the NEW YORK, NEW HAVEN & HARTFORD.

Burl F. Newport has been appointed supervisor freight claim prevention of the SOUTHERN at Chattanooga, Tenn.

Joseph D. George, acting trainmaster of the Joliet Eastern division of the ELGIN, JOLIET & EASTERN, has been appointed trainmaster of the Gary division at Gary, Ind.

R. D. Fretwell, superintendent of the Northern division of the KANSAS CITY SOUTHERN, has been appointed superintendent of the LOUISIANA & ARKANSAS, at Shreveport, La. He succeeds **R. Norwood**, who has retired after 40 years of service. **C. W. Bates** has been appointed rules examiner at Shreveport.

Carroll E. McEnany, assistant superintendent of the Pueblo terminal of the DENVER & RIO GRANDE WESTERN, has been named superintendent of the Alamosa division.

TRAFFIC

F. R. McVoy has been appointed general agent of the CHICAGO & EASTERN ILLINOIS at Buffalo, N. Y., succeeding **J. M. McMahon**, resigned.

John M. Spann, freight traffic manager of the CHICAGO, ROCK ISLAND & PACIFIC, with headquarters at Chicago, has been appointed general freight traffic manager at the same point. He is succeeded by **William B. Futral**, assistant freight traffic manager at Kansas City, Mo. **Elden A.**

Tharp, assistant freight traffic manager, has been advanced to freight traffic manager in charge of rates and divisions. These promotions were noted in *Railway Age* on September 3.

Mr. Spann joined the Rock Island at Amarillo, Tex., in 1925 as chief clerk to the division freight and pas-



John M. Spann

senger agent, following several clerical positions with the Fort Worth & Denver City. He subsequently served with the Rock Island as city freight agent, traveling freight agent and division freight agent, all at Amarillo. In 1936, he was named assistant freight traffic manager at Little Rock, Ark. He was transferred to Chicago as freight traffic manager in charge of sales and service in 1941, and held this position until his latest promotion.

Mr. Futral's first job with the Rock Island was in 1924, when he became



William B. Futral

secretary to the superintendent at Fort Worth, after having served in clerical positions with the Missouri Pacific and the Southern Pacific. He later became a car distributor, and then was promoted to traveling freight agent, and division freight agent at Amarillo. In 1938 he went to Oklahoma City as assistant general freight agent, and then to Little Rock as assistant freight traffic manager. He was appointed west-

ern freight traffic manager at Los Angeles in 1942, where he remained until 1950, when he was promoted to assistant freight traffic manager at Kansas City.



Elden A. Tharp

Mr. Tharp entered railroad service in 1917 with the Santa Fe, remaining with that road until 1920. He was subsequently employed by the Standard Oil Company of Indiana and the Southwestern Coal Company. In 1925 he joined the Rock Island as stenographer and commerce assistant, becoming assistant general freight agent at Chicago in 1935. He was appointed assistant freight traffic manager at Chicago in 1942.

J. P. Prendergast has been appointed regional traffic manager of the RAILWAY EXPRESS AGENCY at Chicago. He succeeds **M. H. Wolfe**, who has retired after 46 years of service.

M. L. Rumpf has been appointed district freight agent of the CHICAGO & EASTERN ILLINOIS at Milwaukee. He was formerly with the traffic department of the NEW YORK, CHICAGO & ST. LOUIS at St. Louis.

George W. Moorhouse has been appointed industrial agent of the ERIE at Cleveland.

D. A. Boyette has been appointed assistant to freight traffic manager of the ATLANTIC COAST LINE at Wilmington, N. C., succeeding **S. P. Wigg**, who has been appointed assistant general freight agent at Wilmington.

ENGINEERING AND SIGNALING

T. P. Polson, engineer of maintenance of way of the NEW YORK, NEW HAVEN & HARTFORD, at New Haven, Conn., has been appointed chief engineer, succeeding **E. E. Oviatt**, who has been named consulting engineer.

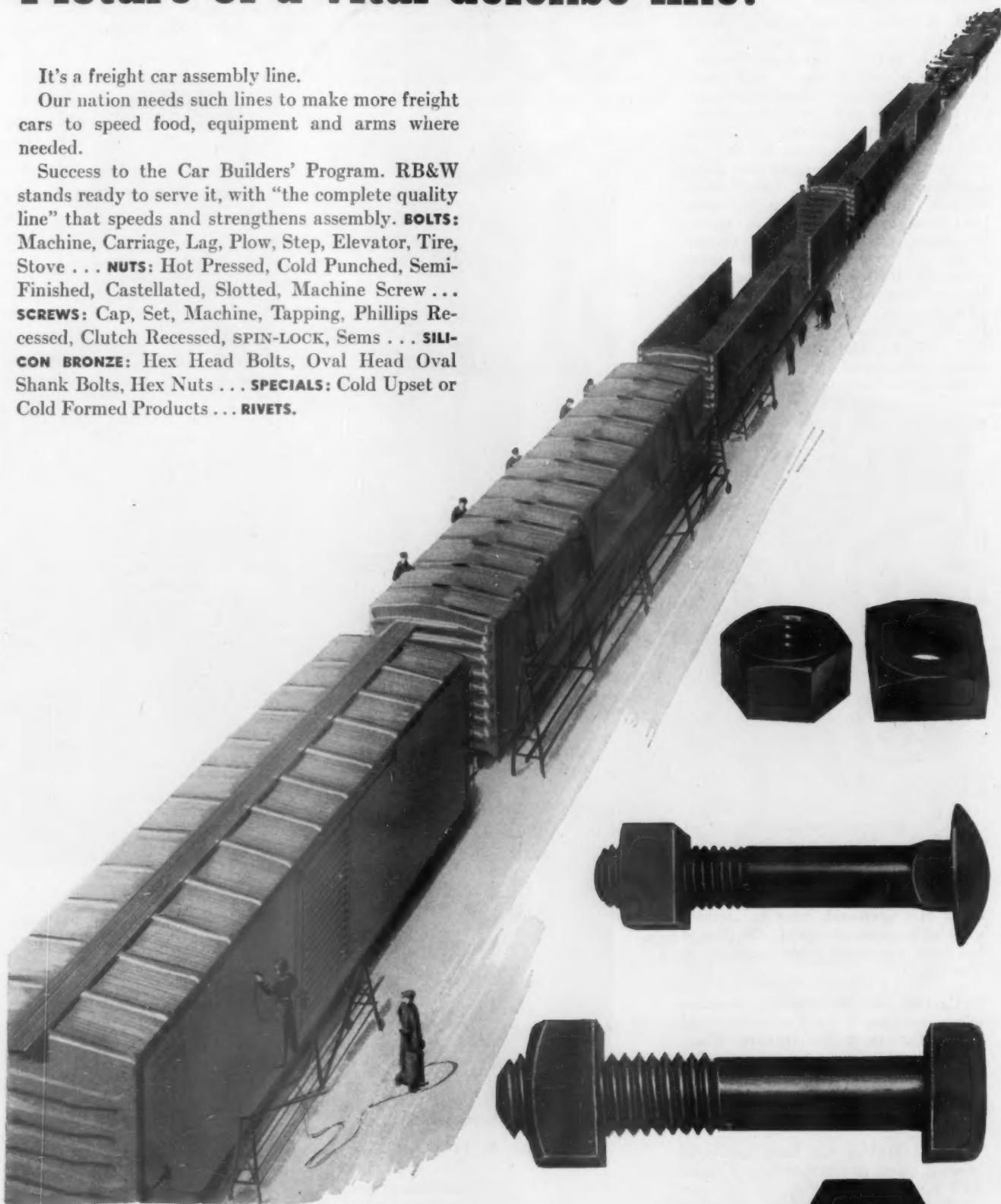
Robert E. Loomis, whose appointment as assistant to chief engineer of the ELGIN, JOLIET & EASTERN was reported in *Railway Age* November 19, received a bachelor's de-

Picture of a vital defense line!

It's a freight car assembly line.

Our nation needs such lines to make more freight cars to speed food, equipment and arms where needed.

Success to the Car Builders' Program. RB&W stands ready to serve it, with "the complete quality line" that speeds and strengthens assembly. **BOLTS:** Machine, Carriage, Lag, Plow, Step, Elevator, Tire, Stove . . . **NUTS:** Hot Pressed, Cold Punched, Semi-Finished, Castellated, Slotted, Machine Screw . . . **SCREWS:** Cap, Set, Machine, Tapping, Phillips Recessed, Clutch Recessed, SPIN-LOCK, Sems . . . **SILICON BRONZE:** Hex Head Bolts, Oval Head Oval Shank Bolts, Hex Nuts . . . **SPECIALS:** Cold Upset or Cold Formed Products . . . **RIVETS.**



RUSSELL, BURDSALL & WARD BOLT AND NUT COMPANY

Plants at: Port Chester, N. Y., Coraopolis, Pa., Rock Falls, Ill., Los Angeles, Calif. Additional sales offices at: Philadelphia, Detroit, Chicago, Dallas, Oakland. Sales agents at: Portland, Seattle.

RB&W

THE COMPLETE
QUALITY LINE

106 YEARS MAKING STRONG THE THINGS THAT MAKE AMERICA STRONG

gree from the Illinois Institute of Technology in 1946, and a law degree from the John Marshall Law School in 1950. He began railroad service with the E. J. & E. as an engineering assistant at Joliet, Ill., in April of this year.

J. H. Hunter, division engineer maintenance of way of the ATLANTIC COAST LINE at Savannah, Ga., has been appointed special assistant engineer at Wilmington, N. C.

James W. Bradley, general foreman in the communications department of the SOUTHERN, has been promoted to general supervisor communications at Chattanooga, Tenn. **Robert T. Rivers**, telephone maintainer at Chattanooga, has been appointed general supervisor communications at the same point.

MECHANICAL

W. C. Bowra, general superintendent motive power and car equipment of the GRAND TRUNK WESTERN at Battle Creek, Mich., has been appointed general superintendent motive power and car equipment of the Central region of the CANADIAN NATIONAL at Toronto, succeeding **W. C. Sealy**, retired. Mr. Sealy entered railroad service in May 1903 as messenger in the C.N. shops at Stratford, Ont., and subsequently served as apprentice mechanic, erecting shop foreman, general foreman, assistant master mechanic, master mechanic, shop foreman, general foreman, acting superintendent motive power, superintendent motive power and superintendent motive power and car shops. Mr. Sealy was appointed general superintendent motive power and car equipment at Toronto in October 1942.

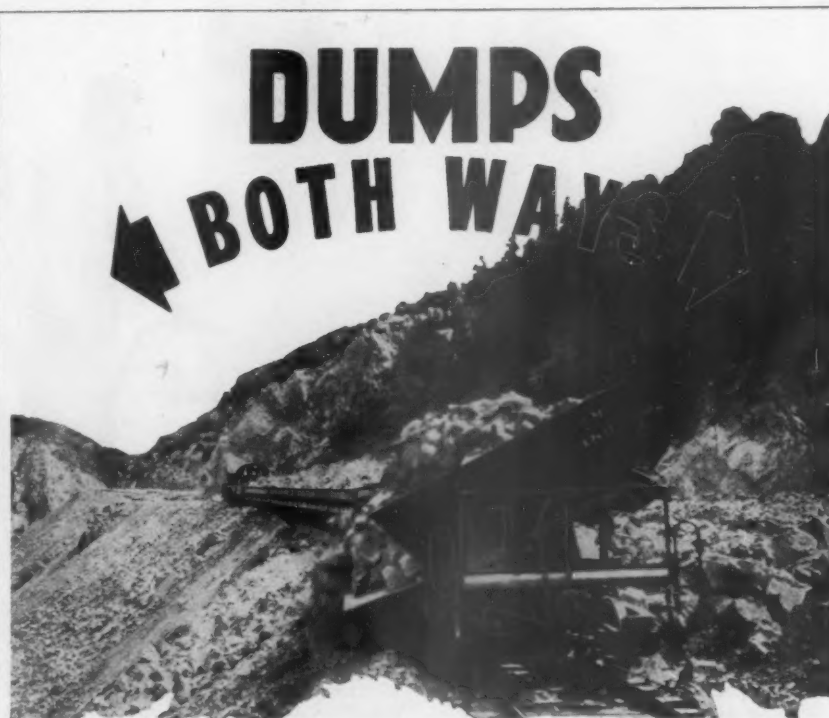
Effective December 1, the equipment department of the NEW YORK CENTRAL was reorganized as follows: **F. E. Edwards**, master mechanic at Harmon, N. Y., will have jurisdiction over the locomotive department on the Hudson, Harlem and Putnam divisions, and also, as before, over locomotive and multiple-unit equipment on the Electric division; **R. J. Parsons**, master mechanic at Albany, N. Y., will have jurisdiction over both locomotive and car departments on the Mohawk, River and Adirondack divisions; **E. L. Hyatt**, master mechanic at Boston, will have jurisdiction over locomotive and car department facilities at Hudson, N. Y., on the Boston & Albany, previously under the jurisdiction of Mr. Parsons; and **G. A. Miller**, division general car foreman at Mott Haven, N. Y., will have jurisdiction over the car department on the Electric, Hudson, Harlem and Putnam divisions.

G. T. Wilson, assistant engineer car equipment of the NEW YORK CENTRAL SYSTEM at New York, has been

appointed engineer car equipment, succeeding **E. P. Moses**, who retired on November 30, after more than 46 years of service. Mr. Wilson was born at Middletown, N. Y., on December 25, 1896, and received his electrical engineering degree from Syracuse University in 1921. He entered railroad service in 1912, during summer vacation, as helper apprentice with the New York, Ontario & Western, serving during succeeding summers until 1920, except from June 1917 to February 1919, while he was in the U. S. Navy. From June 1921 to February 1923 Mr. Wilson worked in the engineering department of the Niagara

Hudson Power Company at Buffalo. He joined the N.Y.C. on February 1, 1923, as special engineer, motive power, at Buffalo and subsequently served as shop and equipment inspector, general inspector test department, general equipment inspector—motive power (assistant to chief engineer), assistant to assistant chief engineer and automotive engineer. Mr. Wilson was appointed assistant engineer car equipment of the system on November 1, 1945.

Mr. Moses was born at Croton Falls, N. Y., on May 13, 1884, and began his business career in 1902 as draftsman with the Neptune Meter



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Company, Long Island City, N. Y. Later that year he became draftsman for the Pan-American Motor Company and in 1903 he became draftsman and checker for the Western Electric Company. Mr. Moses entered railroad service in 1905 as draftsman with the N.Y.C. at New York, subsequently serving as draftsman foreman, chief car draftsman, general car inspector, foreman construction inspector, general inspector, chief equipment inspector, assistant engineer rolling stock, general equipment inspector, engineer rolling stock and engineer car equipment.

As reported in *Railway Age* November 19, **Harold T. Theis** has been appointed chief electrical engineer of the CENTRAL OF NEW JERSEY. Mr. Theis was born at Scranton, Pa., on March 26, 1909, and was graduated from Pennsylvania State College with a B.S. degree in electrical engineering. From October 1934 to May 1942, he was, successively, field engineer for Jensen, Bowen & Farrell; engineer for Day & Zimmerman, Inc.; electrical engineer for the Cramp Shipbuilding Company, and electrical designer for United Engineers & Construction, Inc. From May 1942, to April 1946, he served as electrical and mechanical engineer, U. S. Army Engineer Corps, with the rank of major, serving in the



Harold T. Theis

Aleutian Islands and in Japan. In April 1946 Mr. Theis went with Kaiser Metal Products, Inc., as superintendent of maintenance and facilities (plant engineer) and in October 1950 was named electrical engineer for the Vitro Corporation of America, which position he held until his appointment as chief electrical engineer of the C.N.J.

A. H. E. Parkes, assistant superintendent and master mechanic of the CANADIAN NATIONAL at Prince George, B. C., has been appointed superintendent of motive power and car equipment for the Saskatchewan district at Saskatoon, Sask. **J. A. E. Fiset**, road foreman of engines at Winnipeg, has been named master

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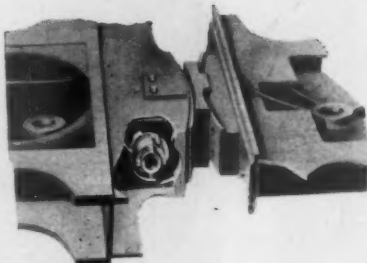
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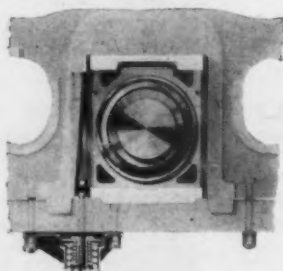
The Franklin E-2 Radial Buffer

The Franklin E-2 radial buffer reduces maintenance by dampening and absorbing horizontal shake and vertical vibration. This results in less wear on chafing plates, drawbars and pins; fewer pipe failures; less displaced brickwork; and fewer loose cabs. It requires minimum attention and will make any locomotive, at any speed, a better riding engine. Crews appreciate the greater comfort it brings.



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mechanic of the Portage-Brandon division, remaining at Winnipeg. **A. O. Scott**, master mechanic at Port Arthur, Ont., has been appointed regional locomotive fuel supervisor at the same point.

Mr. Parkes joined the company in 1916 as a callboy at Winnipeg. He held various positions in the Manitoba district until 1929, when he became locomotive foreman at Swan River, Man. In 1939 he was named shop foreman at Fort Rouge, Man., and in 1941 was transferred to Calgary, Alta., as acting master mechanic. He was appointed master mechanic there in 1942, and in 1943 was transferred to Edmonton, Alta., in the same capacity. In 1948 he was appointed assistant superintendent and master mechanic at Prince George.

SPECIAL

Kenneth S. Ludden has been appointed assistant director of publicity of the BANGOR & AROOSTOOK at Bangor, Me. He was formerly chief clerk to the passenger traffic manager.

Cecelia M. Goetz, women's editor of the *Katy* employees' magazine, has been promoted to the newly created position of public relations representative of the MISSOURI-KANSAS-TEXAS at St. Louis.

V. P. Chance has been appointed safety supervisor of the ATCHISON, TOPEKA & SANTA FE at Amarillo, Tex., with jurisdiction over the Plains and Panhandle divisions, succeeding **V. L. Henville**, transferred. **E. E. Engleman** has been appointed safety supervisor at Clovis, N. M., with jurisdiction over the Pecos and Slaton divisions, succeeding **C. J. Prock**, transferred.

A. A. Freiburger, general superintendent of the CHICAGO GREAT WESTERN, has been appointed superintendent of safety and train rules examiner, the position of general superintendent being abolished.

OBITUARY

W. L. White, who served as president of the AMERICAN SHORT LINE RAILROAD ASSOCIATION from June 22, 1933, until June 30, 1935, and since that time has been with the YOSEMITE VALLEY and latterly with the Central California Traction Company, died on November 17 at Stockton, Cal.

Weyman P. Hickey, Sr., 56, assistant freight traffic manager of the SEABOARD AIR LINE at Savannah, Ga., died on November 27 after a brief illness. Mr. Hickey was born at Lumpkin, Ga., on April 29, 1895, and attended Emory University. He entered railroad service in January 1914 in the local agency of the Atlanta, Birmingham & Atlantic (now Atlantic



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Coast Line) at Moultrie, Ga. After service in the U. S. Army as a lieutenant of infantry during World War I, Mr. Hickey became an agent of the Georgia Northern at Moultrie. He subsequently served as traveling freight agent of the Georgia, Florida & Alabama (now S.A.L.), commercial agent of the Macon, Dublin & Savannah and the S.A.L., assistant general freight agent, and assistant freight traffic manager of the S.A.L.

Edward J. Lillis, traffic manager of the NEW YORK, SUSQUEHANNA & WESTERN at Paterson, N. J., died on

November 23. Mr. Lillis was born at Brooklyn, N. Y., on March 23, 1892, and entered railroad service on October 5, 1905, as clerk in the office of the vice-president of the New York, Ontario & Western. He later served as stenographer, investigator and chief clerk in the freight claim department and as freight claim agent. Mr. Lillis was appointed general freight agent (rates, divisions and freight claims) in 1937, and in March 1940 was appointed also to a similar position on the N.Y.S.&W. From November 1941 to 1942 he served as freight traffic manager (rates and divisions) of both



Edward J. Lillis

roads, becoming traffic manager of the Susquehanna alone in the latter year.

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill.

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—T. R. Stanton, acting secy.-treas., 1450 Railway Exchange Bldg., St. Louis 1, Mo. Annual meeting, June 3-5, 1952, Antlers Hotel, Colorado Springs, Colo.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C.R.R. of N. J., 143 Liberty St., New York 6, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, May 27-29, 1952, Hotel Sherman, Chicago, Ill.

AMERICAN ASSOCIATION OF TRAVELING PASSENGER AGENTS.—C. A. Melin, P. O. Box 5025, Cleveland 1, O.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—R. O. Robertson, Chesapeake & Ohio, C. & O. Building, Huntington 1, W. Va. Annual meeting, May 12-14, 1952, Chateau Frontenac, Quebec, Can.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 11-13, 1952, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—T. J. Zirbes, Jr., Rock Island Lines News Digest, La Salle Street Station, Chicago 5, Ill.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. E. Huntley, 2000 Massachusetts Ave., N. W., Washington 6, D. C.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Spring meeting and Committee Week, March 3-7, 1952, Hotel Statler, Cleveland, O.

Annual meeting, June 23-27, 1952, Hotel Statler, New York. (Includes Exhibit of Testing Apparatus and Related Equipment and biennial Photographic Exhibit.)

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Railroad Division — E. L. Woodward, Railway Mechanical and Electrical Engineer, 79 W. Monroe St., Chicago 3, Ill.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—W. A. Penrose, 839 Seventeenth St., N. W., Washington 6, D. C. Annual meeting, April 22-24, 1952, Hotel New Yorker, New York.

ASSOCIATED TRAFFIC CLUBS OF AMERICA.—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 Federal Reserve Bank Bldg., Cincinnati 2, O.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual meeting, October 14-16, 1952, San Francisco, Cal.

ASSOCIATION OF AMERICAN RAILROADS.—George M.

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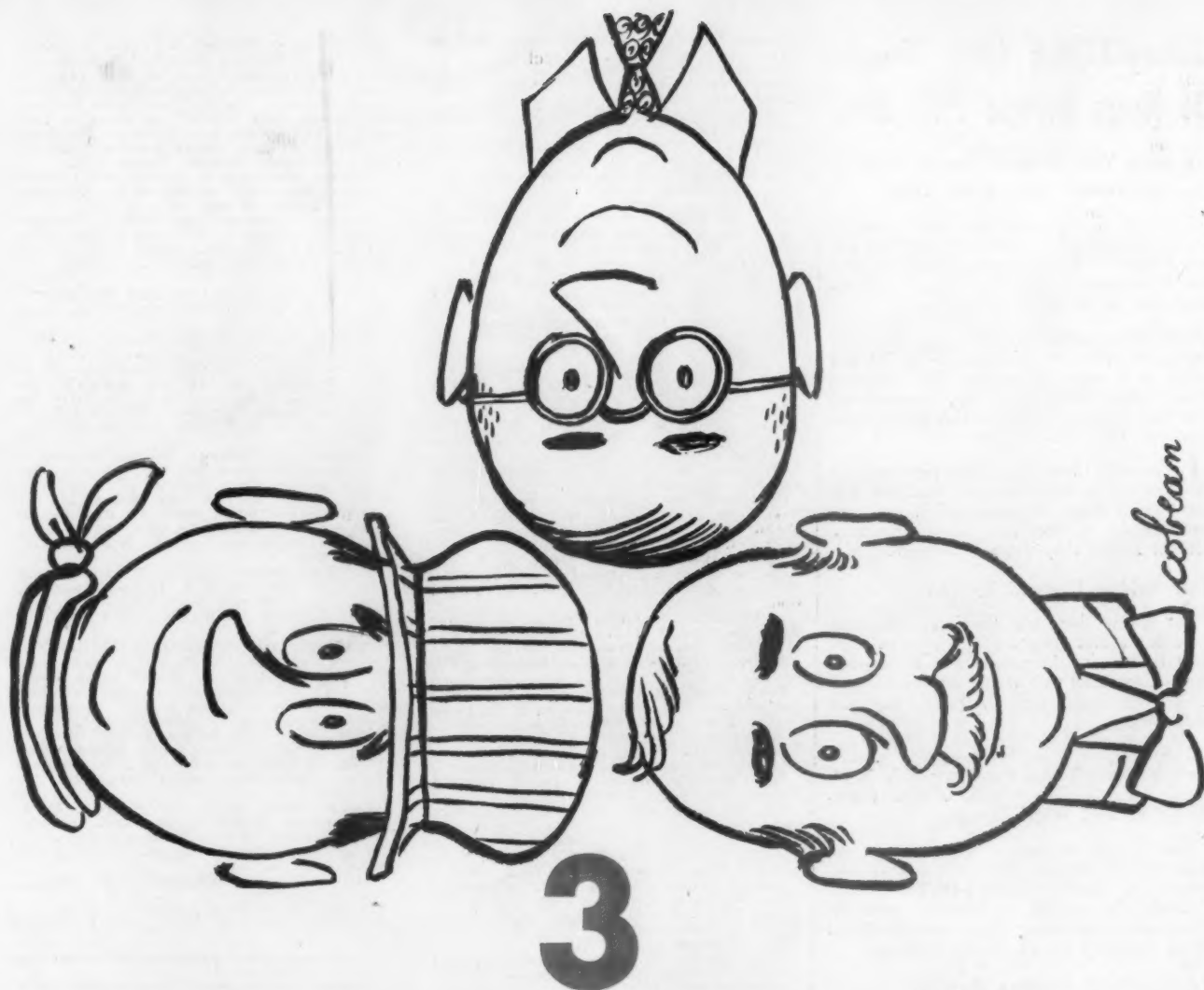
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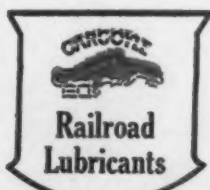
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Convinced by its own rigid test, a major American railroad recently ordered that the new Libbey-ZONE Process be used to protect fire-susceptible decks of eight of its most vital mainline bridges.

The test structure itself was (and is) an important span—a 266-foot, double-track bridge in a large midwestern city. Previous to the Libbey-ZONE treatment, several small fires had been reported on the heavy-traffic structure (94 trains daily).

Fortunately there had never been serious fire damage to the structure. But the frequent small blazes required utmost vigilance continuously so the fires could be extinguished before they did real damage.

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But always there was the foreboding that some day a blaze might not be seen in time. That the fire might spread and do enough damage to make the bridge impassable and inflict huge losses through traffic delay and re-routing.

The bridge was an ideal proving ground for the Libbey-ZONE Process, which is offered exclusively by THE ZONE COMPANY of Fort Worth, Texas.

The simple, economical process was applied to the bridge. First, application (by spray) of ZONE HEAVY-DUTY Bridge Coating (an asphalt compound) over exposed wood surfaces. Then, embedment of clean pea-sized gravel in the coating.

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Result: A tough, non-inflammable shield which keeps white-hot brake shoe splinters, sparks and other burning materials from contacting the wood members.

More than a year passed, and not a single blaze was reported on the bridge. The railroad's fire prevention engineer inspected the bridge 18 months after the Libbey-ZONE application—and found decks and ties still fully protected.

The engineer's report and recommendation prompted the company's engineering department to prescribe the Libbey-ZONE treatment for eight more important bridges. (If any of these bridges should become impassable, traffic detours would be long and costly—about 400 miles on the average).

No Blazes on Protected Decks

Libbey-ZONE applications to these structures were made almost a year ago. And as this is written, no fires have been reported as starting on the protected bridge decks.

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Operating-Transportation Division—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Transportation Section—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section—A. H. Grothmann, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 21-23, 1952, Edgewater Gulf Hotel, Edgewater Park, Miss.

Fire Protection and Insurance Section—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Freight Station Section—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting May 14-16, 1952, Netherland Plaza Hotel, Cincinnati, O.

Medical and Surgical Section—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 31, 1952, Drake Hotel, Chicago, Ill.

Protective Section—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, May 6-8, 1952, Hotel Schroeder, Milwaukee, Wis.

Safety Section—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 3-5, 1952, Hotel Statler, New York.

Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 11-13, 1952, Palmer House, Chicago, Ill.

Signal Section—R. H. C. Balliet, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 29-October 1, 1952, Chateau Frontenac, Quebec, Can.

Mechanical Division—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 24-26, 1952, Fairmont Hotel, San Francisco, Cal.

Electrical Section—59 E. Van Buren St., Chicago 5, Ill.

Purchases and Stores Division—John L. Timanus, Transportation Bldg., Washington 6, D. C. Annual meeting, June 2-4, 1952, Palmer House, Chicago, Ill.

Freight Claim Division—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 2-4, 1952, Hotel Statler, New York City.

Motor Transport Division—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Car Service Division—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C.

Finance, Accounting, Taxation and Valuation Department—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, June 10-13, 1952, Book-Cadillac Hotel, Detroit, Mich.

Treasury Division—E. R. Ford, Transportation Bldg., Washington 6, D. C.

Traffic Department—Walter J. Kelly, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS—Miss Sarah F. McDonough, Executive Secretary, 2218 I.C.C. Building, Washington 25, D. C.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS—C. J. Hoy, Pennsylvania, Union Station, Chicago 6, Ill. Annual meeting, January 25-26, 1952, Sheraton Hotel, St. Louis, Mo.

ASSOCIATION OF RAILWAY CLAIM AGENTS—F. L. Johnson, Gulf, Mobile & Ohio R. R., 104 St. Francis St., Mobile 5, Ala. Annual meeting, June 10-13, 1952, Mount Royal Hotel, Montreal, Quebec.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION—L. R. Gurley, Modern Railroads, 201 N. Wells St., Chicago 6, Ill.

CANADIAN RAILWAY CLUB—C. R. Crook, P.O. Box 162, Montreal 3, Que. Regular meetings, second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS—D. W. Kramer, Relay Depot Mail Room, East St. Louis, Ill. Regular meetings fourth Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO—W. H. LaMon, Chicago, Burlington & Quincy, Downers Grove, Ill. Regular meetings, second Monday of each month, except June, July and August, LaSalle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS—H. C. Rochester, Canadian National, 891 Notre Dame St. West, Montreal 3, Que.

EASTERN CAR FOREMEN'S ASSOCIATION—W. P. Dinard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark.

MAINTENANCE OF WAY CLUB OF CHICAGO—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, which is third Monday, at Eitel's Restaurant, Field Bldg.

MASTER BOILER MAKERS' ASSOCIATION—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y.

METROPOLITAN MAINTENANCE OF WAY CLUB—John S. Vreeland, Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in February, April, October, and December. Next meeting, February 28, Hotel Shelburne, New York.

MILITARY RAILWAY SERVICE VETERANS—Carl N. Rydin, 622 Railway Exchange, Chicago 4, Ill.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS—Austin L. Roberts Jr., 7413 New Post Office Bldg., Washington 4, D. C.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS—C. L. Denk, Jr., Fulton Bag & Cotton Mills, 170 Boulevard Elsas, S.E., Atlanta 3, Ga. Annual meeting, October 7-9, 1952, Hotel Jefferson, St. Louis, Mo.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION—Miss Lois E. Casavari, 930 F St., N. W., Washington 4, D. C.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE—Edward F. Lacey, 909 Kass Bldg., Washington 5, D. C.

NATIONAL RAILWAY APPLIANCE ASSOCIATION—R. A. Carr, 375 Merchandise Mart Plaza, Chicago 54, Ill. Lewis Thomas, Asst. Secy., 59 E. Van Buren St., Chicago 5, Ill. Exhibit in conjunction with A.R.E.A. meeting, March 10-13, 1952, The Coliseum, Chicago, Ill.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION—R. S. James, Denver & Rio Grande Western, Rio Grande Building, Denver 1, Colo.

NEW ENGLAND RAILROAD CLUB—William M. McCombs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB—C. T. Stanfield, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION—G. H. Wells, Northern Pacific Railway, St. Paul 1, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

NORTHWEST LOCOMOTIVE ASSOCIATION—R. M. Wigfield, Northern Pacific Ry., Room 1134, G. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB—S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Sir Francis Drake Hotel, San Francisco, Cal., and Elks' Temple, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill.

RAILWAY CLUB OF PITTSBURGH—J. D. Conway, 614 Pittsburgh Life Bldg., Pittsburgh 22, Pa. Regular meetings, fourth Thursday of each month, except June, July, August, September and December, Fort Pitt Hotel, Pittsburgh, Pa.

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RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A.A.R.

RAILWAY TIE ASSOCIATION—Roy M. Edmonds, 912 Shell Building, St. Louis 3, Mo.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

ST. LOUIS RAILROAD DIESEL CLUB—F. C. Whitlock, Terminal Railroad Association of St. Louis, 376 Union Station, St. Louis 3, Mo. Regular meetings, second Tuesday of each month, Hotel York, St. Louis, Mo. Dinner, 6:45 P.M., meeting, 8 P.M.

SIGNAL APPLIANCE ASSOCIATION—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A.A.R. Signal Section.

SOUTHEASTERN RAILWAY DIESEL CLUB—H. W. Brewer, Seaboard Air Line, Jacksonville, Fla. Regular meetings, second Tuesday in February, April, June, August, October and December, 9:30 a.m., Mayflower Hotel, Jacksonville, Fla.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS—F. I. Umbau, Southern Ry., Atlanta 3, Ga. Next meeting, January 23-24, 1952, New Orleans, La.

TORONTO RAILWAY CLUB—J. A. North, P.O. Box 8, Terminal "A," Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July, and August, Royal York Hotel, Toronto, Ont.

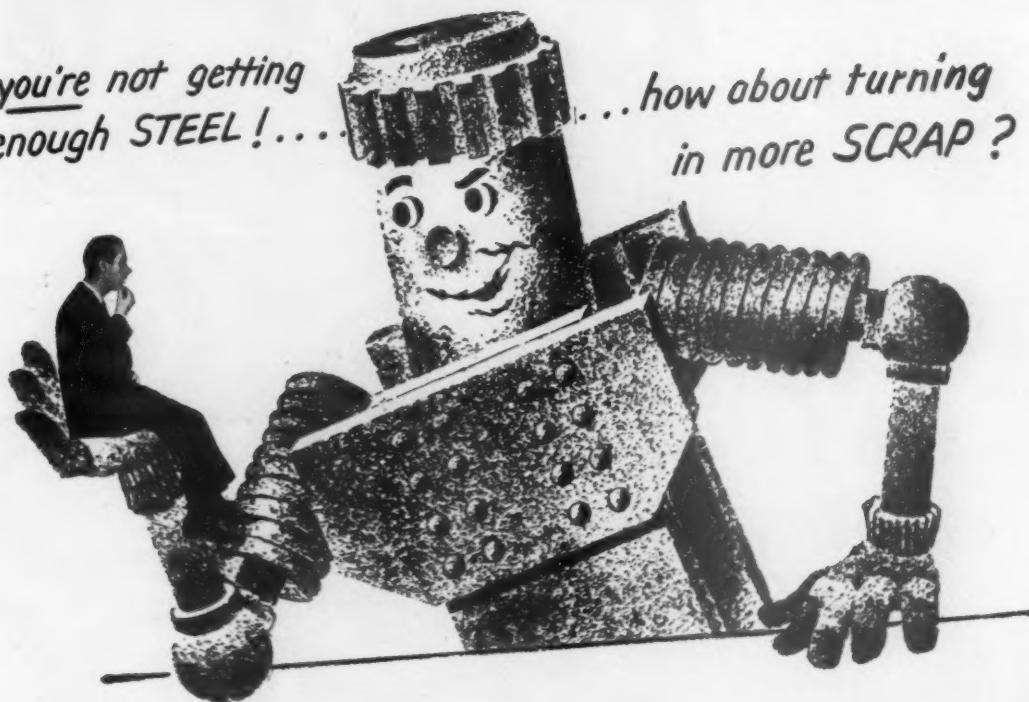
TRACK SUPPLY ASSOCIATION—Lewis Thomas, Q and C Company, 59 E. Van Buren St., Chicago 5, Ill.

WESTERN RAILWAY CLUB—E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1, Ill. Meetings scheduled for December 15, 1951, February 18, March 17, April 21, May 19, 1952, Hotel Sherman, Chicago, Ill.

WESTERN ASSOCIATION OF RAILWAY TAX COMMISSIONERS—A. B. Olson, 210 South Canal St., Chicago, Ill. Regular meetings, first Wednesday of each month, Traffic Club, Palmer House, Chicago, Ill.

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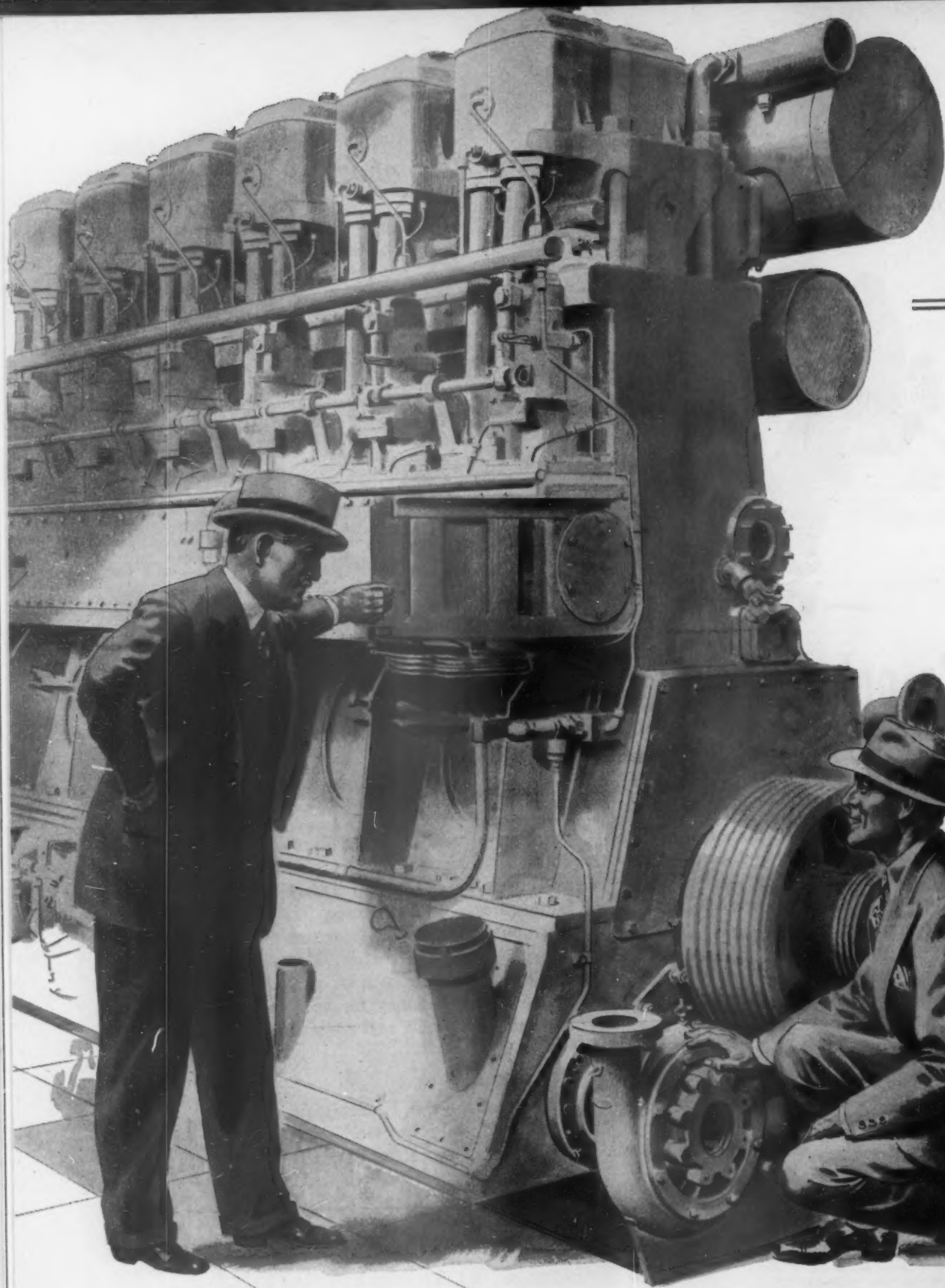
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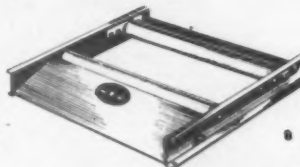
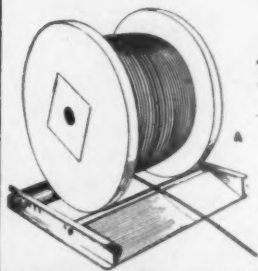


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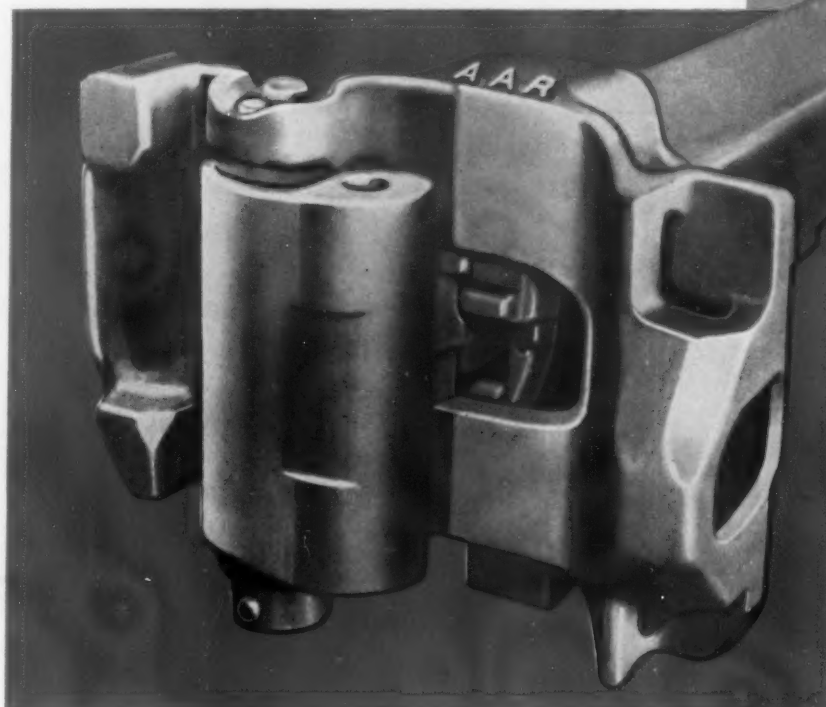
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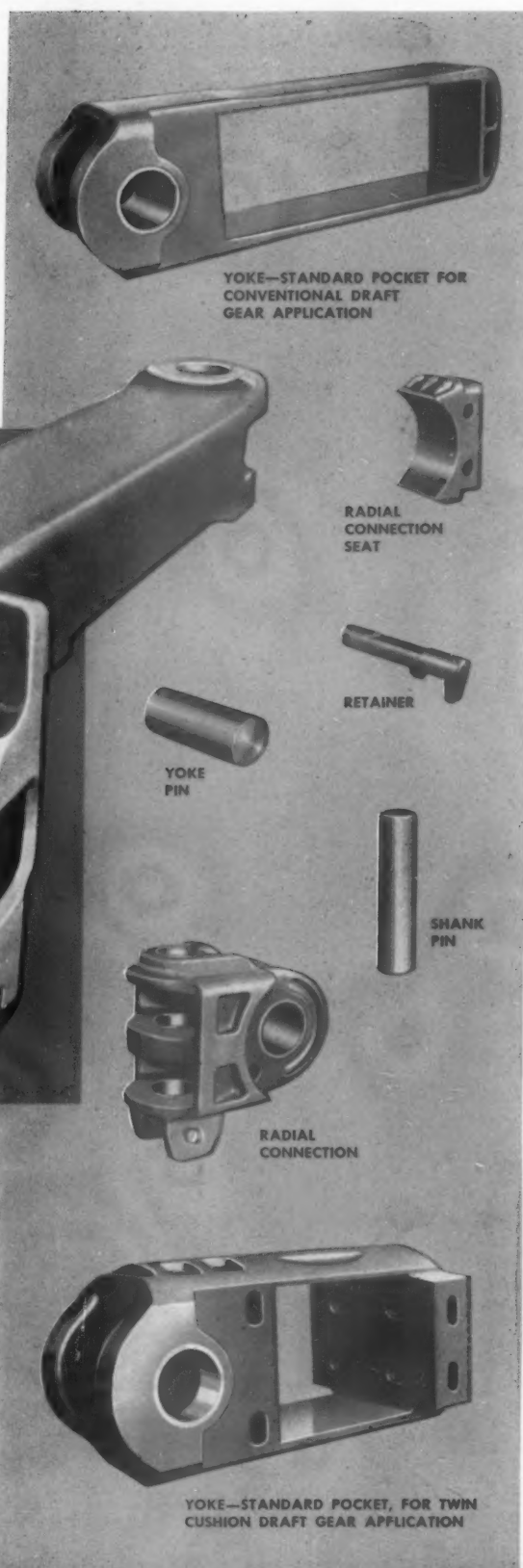
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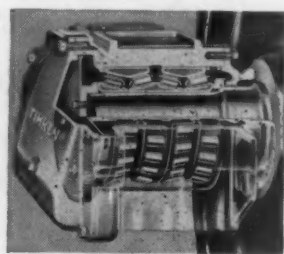
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
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